



Hongkong Daily Press.

INSURE YOUR EYES
AGAINST
THE GLARE
BY WEARING
CROOKES GLASSES.
N. LAZARUS.
OPHTHALMIC OPTICIAN.
25, QUEEN'S ROAD CENTRAL, HONGKONG.
Prescriptions carefully fitted.

ESTABLISHED 1842

Registered as a Newspaper at the General Post Office in the United Kingdom.

No. 19,107. 號七零百一千九萬一第 日八廿月七年未己 HONGKONG SATURDAY, AUGUST 23RD, 1919. 陸拜禮 號叁廿月八年捌國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT
In Casks 370 lbs. net
In Bags 425 lbs. net
SHEWAN TOMES & CO.,
General Managers

AQUARIUS WATERS.

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MACGREGOR & CO.

15, QUEEN'S ROAD CENTRAL.

Telephone No. 75

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SPORTING CARTRIDGES,
12, 16 and 20 bore. Loaded
with E. O. Powder, a powder
which gives universal satisfaction.
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Nos. 2-3, Beaconsfield Arcade.

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Hongkong.

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GLASS ETCHING, SIGN-BOARD AND
MIRROR MAKING.
CANTON MARBLE IN VARIOUS SHAPES.
Photographic Goods of Every Description
in Stock.
DEVELOPING, PRINTING AND ENLARGING
UNDER TAKEN.
TELEPHONE 1218.

PEAK TRAMWAY COMPANY,

LIMITED.

TIME-TABLE

WEEK-DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15 minutes
8.00	to 9.30	" 10 "
9.30	to 11.00	" 15 "
11.30	to 12.45 p.m.	" 15 "
12.45 p.m.	to 1.15	" 10 "
1.15	to 1.45	" 15 "
1.45	to 2.15	" 10 "
2.15	to 3.00	" 15 "
3.00	to 4.00	" 10 "

NIGHT CARS.

4.50 p.m.	to 8.00 p.m.	Every 20 minutes
8.30 p.m.	to 11.30 p.m.	Every 20 minutes
11.45 p.m.		

SATURDAY.
Extra Cars—12.00 Midnight.

SUNDAY.

7.30 a.m.	to 10.30 a.m.	Every 15 minutes
10.30	to 11.00	" 10 "
11.30	to 12.00 noon	" 15 "
12.00 noon	to 1.00 p.m.	" 10 "
1.00 p.m.	to 2.30	" 15 "
2.30	to 3.30	" 10 "
3.30	to 4.30	" 15 "
4.30	to 5.00	" 10 "

NIGHT CARS.

As on Week-Days.

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Build-
ings, Des Voeux Road Central.
Season and punch tickets available for
all cars not already full running at the
time stated in the Company's time-tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season ticket will be issued until
payment thereof has been made in Bank
Notes or by Cheque or Compro Order
representing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice.

DOWN TRAINS.

Station	No. 1 Through Express	No. 2 Through Express	No. 3 Through Express	No. 4 Through Express	No. 5 Through Express	No. 6 Through Express	No. 7 Through Express	No. 8 Through Express	No. 9 Through Express	No. 10 Through Express	No. 11 Through Express	No. 12 Through Express	No. 13 Through Express	No. 14 Through Express	No. 15 Through Express	No. 16 Through Express	No. 17 Through Express	No. 18 Through Express	No. 19 Through Express	No. 20 Through Express	No. 21 Through Express	No. 22 Through Express	No. 23 Through Express	No. 24 Through Express	No. 25 Through Express	No. 26 Through Express	No. 27 Through Express	No. 28 Through Express	No. 29 Through Express	No. 30 Through Express	No. 31 Through Express	No. 32 Through Express	No. 33 Through Express	No. 34 Through Express	No. 35 Through Express	No. 36 Through Express	No. 37 Through Express	No. 38 Through Express	No. 39 Through Express	No. 40 Through Express	No. 41 Through Express	No. 42 Through Express	No. 43 Through Express	No. 44 Through Express	No. 45 Through Express	No. 46 Through Express	No. 47 Through Express	No. 48 Through Express	No. 49 Through Express	No. 50 Through Express	No. 51 Through Express	No. 52 Through Express	No. 53 Through Express	No. 54 Through Express	No. 55 Through Express	No. 56 Through Express	No. 57 Through Express	No. 58 Through Express	No. 59 Through Express	No. 60 Through Express	No. 61 Through Express	No. 62 Through Express	No. 63 Through Express	No. 64 Through Express	No. 65 Through Express	No. 66 Through Express	No. 67 Through Express	No. 68 Through Express	No. 69 Through Express	No. 70 Through Express	No. 71 Through Express	No. 72 Through Express	No. 73 Through Express	No. 74 Through Express	No. 75 Through Express	No. 76 Through Express	No. 77 Through Express	No. 78 Through Express	No. 79 Through Express	No. 80 Through Express	No. 81 Through Express	No. 82 Through Express	No. 83 Through Express	No. 84 Through Express	No. 85 Through Express	No. 86 Through Express	No. 87 Through Express	No. 88 Through Express	No. 89 Through Express	No. 90 Through Express	No. 91 Through Express	No. 92 Through Express	No. 93 Through Express	No. 94 Through Express	No. 95 Through Express	No. 96 Through Express	No. 97 Through Express	No. 98 Through Express	No. 99 Through Express	No. 100 Through Express
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UP TRAINS.

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* Will stop at Taiipo and Sheung Shui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHEA TAU KOK BRANCH.

Station	No. 1 Through Express	No. 2 Through Express	No. 3 Through Express	No. 4 Through Express	No. 5 Through Express	No. 6 Through Express	No. 7 Through Express	No. 8 Through Express	No. 9 Through Express	No. 10 Through Express	No. 11 Through Express	No. 12 Through Express	No. 13 Through Express	No. 14 Through Express	No. 15 Through Express	No. 16 Through Express	No. 17 Through Express	No. 18 Through Express	No. 19 Through Express	No. 20 Through Express	No. 21 Through Express	No. 22 Through Express	No. 23 Through Express	No. 24 Through Express	No. 25 Through Express	No. 26 Through Express	No. 27 Through Express	No. 28 Through Express	No. 29 Through Express	No. 30 Through Express	No. 31 Through Express	No. 32 Through Express	No. 33 Through Express	No. 34 Through Express	No. 35 Through Express	No. 36 Through Express	No. 37 Through Express	No. 38 Through Express	No. 39 Through Express	No. 40 Through Express	No. 41 Through Express	No. 42 Through Express	No. 43 Through Express	No. 44 Through Express	No. 45 Through Express	No. 46 Through Express	No. 47 Through Express	No. 48 Through Express	No. 49 Through Express	No. 50 Through Express	No. 51 Through Express	No. 52 Through Express	No. 53 Through Express	No. 54 Through Express	No. 55 Through Express	No. 56 Through Express	No. 57 Through Express	No. 58 Through Express	No. 59 Through Express	No. 60 Through Express	No. 61 Through Express	No. 62 Through Express	No. 63 Through Express	No. 64 Through Express	No. 65 Through Express	No. 66 Through Express	No. 67 Through Express	No. 68 Through Express	No. 69 Through Express	No. 70 Through Express	No. 71 Through Express	No. 72 Through Express	No. 73 Through Express	No. 74 Through Express	No. 75 Through Express	No. 76 Through Express	No. 77 Through Express	No. 78 Through Express	No. 79 Through Express	No. 80 Through Express	No. 81 Through Express	No. 82 Through Express	No. 83 Through Express	No. 84 Through Express	No. 85 Through Express	No. 86 Through Express	No. 87 Through Express	No. 88 Through Express	No. 89 Through Express	No. 90 Through Express	No. 91 Through Express	No. 92 Through Express	No. 93 Through Express	No. 94 Through Express	No. 95 Through Express	No. 96 Through Express	No. 97 Through Express	No. 98 Through Express	No. 99 Through Express	No. 100 Through Express
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THE LIVERPOOL & LONDON & GLOBE INSURANCE CO., LTD.

Established 1828. Incorporated in Great Britain.
Total Assets exceed £16,000,000.
FIRE, LIFE, MARINE, MOTOR CAR, PLATE GLASS, FIDELITY,
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RIGBY H. P. KEWLEY,
Acting Local Manager.



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Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
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Parsons' Steam Turbines and Turbo-Alternators, &c., &c.

NAGASAKI WORKS.

TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.

GRAVING DOCKS AND PATENT SLIP.

Length on Keel Blocks	No. 1	No. 2	No. 3
Width of Entrance on bottom	510 feet	350 feet	714 feet
Water on Blocks at Spring Tide	77 "	53 "	83 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross	28 "	34 "	34 "
Two Floating Cranes of 80 and 40 tons each, besides 150 tons Giant Crane.			

KOBE WORKS.

TELEGRAPHIC ADDRESS: "DOCK," KOBE.

FLOATING DOCKS.

Lifting Power	No. 1	No. 2	No. 3
Max. Length of Ship taken	7,700 tons	12,000 tons	18,000 tons
Max. Breadth of Ship taken	480 feet	580 feet	470 feet
Max. Draft of ship taken	58 "	68 "	80 "
Floating Crane of 40 tons weight, besides 100 Tread Cranes.			

HIKOSHIMA WORKS (Near Shimomachi).

TELEGRAPHIC ADDRESS: "DOCK," SHIMOMACHI.

GRAVING DOCK.

Length on Keel Blocks	No. 1	No. 2	No. 3
Breadth at Entrance on bottom	323 feet 0 inch.	58 "	0 "
Depth of Water on Blocks at Spring Tide	28 "	30 "	30 "
Floating Crane capable of lifting 30 tons weight.			

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt
execution of work and to suit the convenience of customers.
Any Order will be promptly attended to and Estimates sent on application.

KAIPING COAL

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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings—To "SUI AN" to Macao daily at 8 a.m. (Sundays 9 a.m.)
To "SUI TAI" to Macao daily at 9 p.m. (Sundays excepted.)
From Macao daily at 5 p.m. (Sundays 4 p.m.)
From Macao daily at 7.30 a.m. (Sundays excepted.)

On and after August 9th Police Permits to leave the Colony are not required.

Further information may be obtained at the Company's Office, Hotel Mansions,

or from Messrs. THOS. COOK & SON, Booking Agents, Hongkong.

Union Insurance Society of Canton.

LIMITED.

Established 1835.

INSURE

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TYPHOON DAMAGE

Special HOUSEHOLDERS' Policy

embracing

TYPHOON,

EARTHQUAKE,

BURGLARY,

and other features

Apply for rates and other particulars to the

HEAD OFFICE.

Queen's Buildings.

SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.

ALL DEPARTMENTS of the above are
now OPEN after extensive repairs.
Reading and Writing Rooms, Billiard
Room (two tables), Restaurant, Concert Hall
and Meeting Room.
Sleeping Accommodation—23 Cabins and
70 Beds in Dormitories.
All men of the Mercantile Marine, H.M.
Navy and Army are welcome to use the
Institute.

S. K. TSAN & CO.

HONGKONG & SWATOW.

公 WHOLESALE AND RETAIL 成
司 Swatow Drawn Thread Work 順
Canton Embroidery, Grass Cloth,
Fillet, Cluny, Point Crochet Lace
and Silk Fancy Goods, etc., etc.

54, QUEEN'S ROAD CENTRAL,
HONGKONG.

FOR SALE

Unused

POSTAGE STAMPS

COMMEMORATION

of

PEACE

at 50 cents per set of

4 Stamps.

GRACA & CO.

No. 10, WYNDHAM STREET,

HONGKONG.

P.O. Box 620.

HOTELS

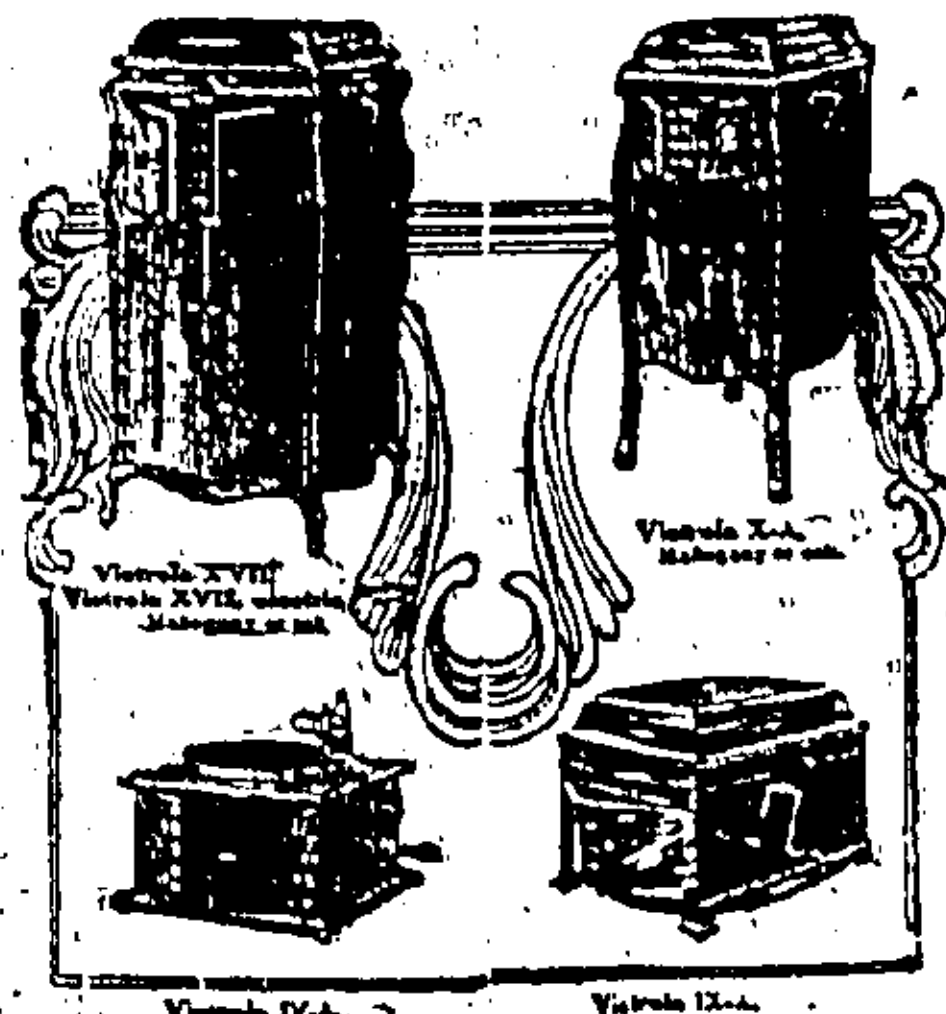
THE HONGKONG HOTEL CO., LTD

Operating—
THE HONGKONG HOTEL.
The leading Hotel in the Far East.
THE REPULSE BAY HOTEL.
(Opening in the Summer of 1919).
The coming Sea-side resort of South China.
THE HOTEL MANSIONS.
(Office premises).
The headquarters of the Canadian Pacific
Ocean Services and the leading
American Business concerns.

THE HOTEL COMPANY have recently
extended their cold storage plant and
instituted motor transportation, are special-
izing in outside catering such as banquets,
dances, picnics, etc., and are prepared to
supply all necessary equipment, decorations
furnishings an music.

Quotations may be obtained on application
to the Hotel Main Office, or representative
will call on communicating with
Telephone No. 423 CANTON DEPARTMENT
Telephone No. 1672 MANHONG

SELECT your VICTROLA with the Advice of
the World's Greatest Artists.



Could you ask a safer guide? Certainly no one is better qualified to judge a musical instrument. They know music. Their life-work is music. And Melba, McCormack, Caruso, Farrar, Galli-Curci, Gluck, Homer, and a host of other world-famous artists have chosen the Victrola to carry their superb art on Victor records exclusively to all the world.

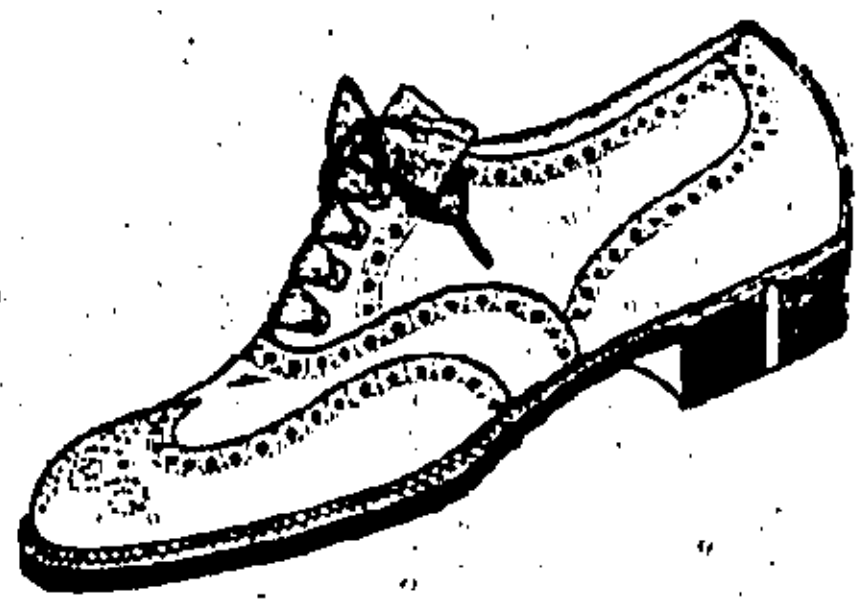
PRICES from \$49.50

20% discount for cash with order.

MOUTRIE'S

EXCLUSIVE AGENTS.

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Here is a shoe which is built for solid comfort. Every part of it is made of finest materials; it fits, wears and looks well and will ensure perfect foot comfort to the man who wears it.

Stocked in a light weight for ordinary wear, also a heavy weight for Golf or walking.

MACKINTOSH

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Men's Wear Specialists,
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The Real Burley Cigarette

IT'S TOASTED.

An entirely New principle in

Cigarette Manufacture.

SOLE AGENTS:

THE HONGKONG CIGAR STORE CO., LTD.

Hotel Mansions.

Tel. 151.

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THE CORONET

TO-NIGHT & TO-MORROW

at 9.10 SHARP.

TO-DAY

at 5.15 p.m.

"HEARTS OF THE WORLD."

SPECIAL MUSIC. AUGMENTED ORCHESTRA.

Prices \$2 & \$1.

Booking at MOUTRIE'S.

Children half price to Matinees

THE RAVAGES OF THE GALE.

SEVERAL HUNDRED CHINESE CRAFT WRECKED.

ESTIMATED LOSS OF 300 LIVES.

PATHTIC SCENES ON THE SEA-FRONT.

It is the general consensus of opinion that the very heavy gale experienced in the Colony throughout Thursday night, and all yesterday has been the cause of greater loss of life and property than the Colony has suffered through a similar cause for several years. It is roughly estimated that between 300 and 400 Chinese craft of various sizes have been destroyed and about 300 lives lost.

Complaint is made of delay in reporting the proximity of the typhoon. The feeling is that the signals should have been put up on Thursday evening at least an hour earlier. On this point we express no opinion, but certainly it would be better appreciated by the floating population if the Observatory would—even at the risk of being considered over-cautions—endeavour to give longer notice of a sudden probable change in the weather conditions. Those who state that the glass should have given an indication of a violent squall may be reminded that a few days ago, the glass was more depressed than it was on Thursday afternoon, yet nothing approaching a gale was experienced. As a matter of fact, recent meteorological conditions have been a source of some perplexity to those who have been accustomed to judge the weather conditions in the light of their mature experience.

ALARMS IN THE PAST TWO MONTHS.

During the last two months, there have been several typhoon alarms in the Colony, but only on July 4th—when the signals went up too late to give the Chinese junks and sampans an opportunity of getting into refuge—was any damage done. That occasion was notable for very creditable work done by naval launches from the *Kent* and the *Tamir*, whose sailors saved numerous lives with very commendable bravery. On several other occasions the sampans and junks scurried away in scores to the typhoon refuges, the life lighters were towed to shelter by steam launches, while, on the steamers in harbour dock awnings were reefed, the order was given to get up steam, more cable was paid out, and every other preparation was taken to meet all eventualities.

CONDITIONS ON THURSDAY AFTERNOON.

It is well known that the Chinese of the older generation among the floating population have their own methods of obtaining news of approaching typhoons, and, however much these methods may be derided, there have been occasions in the past when the Royal Observatory of Hongkong has put up its typhoon signals after junks were making their way to the refuges in more than usual numbers. The heat was so oppressive on Thursday afternoon that it was thought probable a gale would come in the evening, but the glass readings were not such as to cause alarm. There was a slight swell on Thursday afternoon, and as this began to increase, the more cautious of the junk and sampan owners commenced to make tracks for the anchorages.

"WHEN THE GALE COMMENCED TO BLOW."

The velocity of the wind was nothing out of the ordinary till about 6 p.m., when the gale commenced to blow. Then the harbour began to assume an unusual sight. Junks and sampans, large and small, began to hurry across to the refuges, and the greater majority of them reached shelter after their inmates had undergone the most exciting experiences. By this time the typhoon signals had warned everyone concerned of the danger, and word went round that a heavy gale might be expected. Close upon 7 p.m., there was a high sea in the harbour, and numerous junks which had struggled in vain to get across to safety were overturned and sunk. We would suggest that in future the Government should make arrangements to commandeer stout launches whenever a heavy weather threatens in order that they may be immediately available for towing sampans and junks into safety.

EXTRAORDINARY SCENES IN THE HARBOUR.

Some very extraordinary scenes were witnessed in the harbour by those on launches. The skill of the average sampan man and woman in managing their craft in rough weather is a byword along the Coast, and the desperation with which some Chinese manoeuvred their boats in the heavy seas which threatened to engulf them every minute, would have been the subject of real admiration if there had not been also a tragic side to the scene. In this connection, it must be mentioned that several launches, notably the Police launches, rescued numerous lives by steaming past the junks and pulling the occupants aboard. In some instances, launches towed junks into the shelter of the refuges, but in every instance when this was not done by a Police launch this seeming act of kindness was performed in return for a generous reward. Several sampans were floating about the harbour on Thursday night, some overturned, others still battling with the waves, while some of their occupants had met a watery grave.

MANY CRAFT TAKEN BY SURPRISE.

The greatest damage was not done in mid-stream, for the great majority of junks and sampans which ventured out had done so comparatively early—that is before the full force of the gale was felt in the harbour—and had reached the anchorages, either aided or unaided. A number of Chinese craft, however, were caught unawares, and the toll of life and loss among these goes to swell the tale of the disaster.

Between Blake Pier and the Star Ferry pier many sampans are usually moored, but the night of the 22nd was not an exception. The boats were not picked up by the gale, and it is believed that quite a dozen were smashed up along the Praya wall or on the two piers. In every instance the occupants managed to scramble ashore. It was a sad sight to see a number of junks and sampans being moored alongside the piers and the wharves, and to each other. Yesterday morning a survey of this portion of the city revealed a scene of desolation. What had been junks and sampans the evening before were then a mass of driftwood—some gathered high on the Praya and the wharves—some still floating about like logs and jettison in the sea. Here and there a big junk which its fortunate owners were able to secure by long ropes from two different directions.

COURAGEOUS WORK OF EUROPEANS.

Special mention must be made of the courageous work of Detective Sergeants Edley and Stimson, and of Mr. W. Edley, of the Hongkong, Macao and Steamboat Co., a wharf, on Thursday evening. When the gale broke, the sampans clustered together alongside the British Canton wharf were gradually breaking up. Their frightened occupants, more concerned of the safety of their belongings than of their lives, were endeavouring to fasten their boats securely to one thing or another. The waves ran so high that more than one person were washed overboard. In the struggle and confusion, some were not seen to rise. Then it was that the two detectives and Mr. Edley came to the rescue. Jumping into the different junks in turn, they scrambled ashore again, with one Chinese after another, thus saving dozens whose lives were in jeopardy. In some cases, the junks were so close to the Praya that Messrs. Edley, Stimson and Fallon were able to throw the occupants ashore.

SMART WORK BY THE WANCHAI POLICE.

On the other side of the city, along the Praya East, similar scenes were witnessed. Numerous junks and sampans on their way to the Causeway Bay refuge were driven out of their course and on to the Praya wall, where some of them were dashed to pieces. The Wanchai Police did very meritorious work indeed, saving numerous Chinese in desperate straits, though their work here was much harder than in many other parts of the city because the full force of the wind was blowing direct on to the Praya and

the waves were bending up against the walls and breaking over the road. The Wanchai Police were busy till about 1 a.m., about which time the wind had moderated a good deal. Yesterday afternoon crowds were busy trying to salvage the wreckage. It was noticeable that several big junks were destroyed near the China Sugar Refinery.

OIL JUNK ON FIRE IN THE HARBOUR.

A striking spectacle was witnessed in the Harbour on Thursday night, when a large oil junk moored near the Macao wharf, caught fire. She had arrived that morning from Shanghai, laden with big cans of oil. A lamp on board upset owing to the gale and set fire to some articles on board. The cable either broke or got burnt, and the junk commenced to drift out to sea. The crew, seeing their danger, jumped into the water leaving only three persons—a man, a woman and a child—aboard threatened by a worse death than drowning. The junk was soon a mass of moving fire. The fire-float turned out in spite of the weather, but it was not possible to get near the burning junk. People on shore and on the wharves could see the three Chinese on board making piteous appeals for assistance which, of course, could not be rendered. The burning junk drifted towards Kennedy Town, and there foundered, all that was left of her, yesterday morning, being a few pieces of charred wreckage. Those Chinese who had jumped overboard to save themselves from the fire were drowned. The three who remained behind were, presumably, burned to death.

IN THE EARLY HOURS OF YESTERDAY MORNING.

Soon after 4 a.m., yesterday, the gale rose again, and those Chinese who had moored their sampans in what they thought to be safety had a rude awakening, for the waves smashed up some of their boats and swamped others. Numerous Police officers were out and about at an early hour, assisting the boat-people. Detective Sergeant Mason saved several lives by jumping into junks and helping to secure them, and assisting men, women and children ashore. Very few junks which had been moored along the Praya withstood the fury of the waves, and those that did were bobbing up and down in the water, as if each moment they would be engulfed.

THE "BLACK CROSS" HOISTED.

The wind rose considerably from 9 a.m. onwards, and at 10.35 a.m. had increased in such velocity that it was difficult to stand on the Praya or one of the wharves except under shelter. A very heavy downpour of rain gave the Harbour the appearance of a white cloud in which even the biggest steamers were hidden. When the rain abated the wind rose again, and at 11.5 a.m. the three bombs were fired from the Observatory and the Harbour Office, and the "black cross" was put up, indicating that a typhoon might be expected at any minute.

TYPHOON FAILS TO MATERIALISE.

Then an extraordinary thing happened. The wind actually slackened for a time, and it seemed as if its force was spent. A resident of Hongkong, whose long experience in the Colony entitles him to express an opinion, informed our reporter that the most likely explanation for this was that the typhoon was working in a circle of which Hongkong was the centre. He thought that the full force of the typhoon must have been felt, between 11 a.m. and 11.30 a.m., at some point a few miles from the Colony. The guess, which a little earlier had been in the vicinity of 20.50, stood at 20.55, when the three bombs were fired. In this connection, it may be mentioned that early in the morning of September 18th, the date of the catastrophe of 1906, the glass stood at 29.74 and dropped with surprising rapidity to 29.28 when the typhoon actually broke.

At about 11.30 a.m., the force of the wind increased again, and for the next half hour it blew in real typhoon style. Then the rain recommenced, and continued through the afternoon.

CITY BUSINESS DISORGANISED.

The aspect of the centre of the city showed that business was not proceeding as usual, owing to the absence of those who, living on the other side of the Harbour, were unable to come across. Most of the Chinese business places were closed for the day. The tram-cars, also, stopped running for a time. At about 11 p.m. on Thursday a tram-car was going full speed when it suddenly took a turn that brought it dead in the face of the wind, which was so strong that the car came to a standstill for a full minute until the force of the wind slackened.

CONDITIONS YESTERDAY EVENING.

Yesterday evening, when the velocity of the wind fell a bit, a few sampans ventured out. They did not go far, however, for the wind came in force gusts, showing plainly that the safest place for a sampan and its occupants was the closest refuge. Several launches, however, seized the opportunity to tow junks and their occupants to the refuges, at a fee which sometimes rose as high as \$100 each. Needless to say, the occupants of launches and junks alike ran considerable risk, but no loss of life from this cause has been reported.

THE HONGKONG SALVAGE ASSOCIATION.

The Hongkong Salvage Association had a busy day yesterday. Their members are composed of those Chinese who find a profitable living, in times of stress, in salvaging things from the sea. Armed with long boat-hooks, and indifferent to frequent wettings, they stood on the Praya, the wharves and piers, fishing out of the sea the wreckage of the junks and sampans that had been destroyed. It is authoritatively estimated that between 500 and 600 Chinese craft of various sizes were sunk or otherwise destroyed by the storm. The occupants of the great majority were saved, but the loss of life is conservatively computed at 300. Several bodies were found floating in the Harbour. The Police have received reports of only 3 persons drowned—but the explanation of the difference between this figure and the foregoing estimate is to be found in the old saying that "dead men tell no tales."

PATHTIC SIGHTS ON THE WATER-FRONT.

Some very pathetic sights were witnessed along the Praya yesterday. On the Yau-mat-ti ferry wharf were an old woman and a little girl of five weeping over the loss of their sampan and the disappearance in the waters of the child's mother. Close by an interested crowd watched a junk moored to a wharf posing in the sea, seemingly in danger of sinking at any moment. One end of the junk had been stove in by constant banging up against the wharf, and the water was riddling it. On the opposite end sat a young Chinese, with a look of determination on his face, as if he would never leave his humble home so long as it remained above water. Near the Harbour Office, there lay in the water a mass of timber that once was a junk, and on this was an old woman endeavouring to throw a rope ashore, so that some of the timber might be saved. "Standing up to her waist in water, with the waves dashing against her, she was a sight symbolic of grim determination in the face of ruin. She would have been drowned if a European passer-by had not thrown out a life-line from the Praya, slipped down the rope, and with the aid of others, carried her up against her will. Numbers of Chinese who had been robbed of all they had by the storm huddled together in the verandahs facing the Praya.

SAMPANS ON THE PRAYA.

The extraordinary sight of a large number of sampans standing high and dry on the Praya was to be seen at West Point, last night. Most of these were washed up on shore in the first fury of the gale on Thursday evening, while several others were dragged ashore by their occupants. They are now serving as house-boats for whole families, whose relief at their good fortune in saving their own lives as well as their property is plainly evident. Some of the sampans were in a battered condition, as a result of their fight with the waves. Several hundred less fortunate Chinese, who had lost their boats, presented a spectacle of distress that touched the hearts of all who witnessed it.

SHIPPING IN THE HARBOUR.

From about seven o'clock on Thursday evening the Harbour was a seething mass of waves, dotted here and there with the bigger steamers, facing the wind with steam up and with awnings reefed. Numerous smaller steamers, and launches, including many river vessels, hurried to the anchorages. Lighters bearing valuable cargo were likewise taken to the anchorages. The *Kinsan*, which arrived from Canton on Thursday evening, was carried out of her course when hearing her wharf and struck an adjoining wharf. She was finally moored after great difficulty, and set out on her return to Canton at 9 p.m. on Thursday, an hour earlier than usual because the glass was falling. The *Honam*, which was not expected to venture out of Canton,

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arrived in Hongkong at about 3.30 p.m. yesterday. She was moored with some difficulty. Having unloaded her passengers and a cargo of fish, she moved into the Yau-mai cove shortly after 5 p.m. There was no night boat to Canton yesterday. The *Sui An* left for Miao yesterday morning, but by the time she neared Stonecutters' Island, Capt. Crispin decided to anchor behind the Island till it was safer to move on. She was there all yesterday. The *Kwang-tung* arrived from Canton soon after 3 p.m. yesterday and moved into the refuge later.

STEAMER DEPARTURES DELAYED.

The steamers in the Harbour bore the wind well. All departures for yesterday including the *Nanking*, *Ali Maru*, *Tokai Maru*, *Loong Sang*, *Tajima Maru* and *Cornelia* were, of course, postponed until today. The *Loong Sang* broke one of her chains yesterday morning and drifted a little way down stream, but fortunately, like other vessels in Harbour, she had steam up and made for the Kowloon Bay anchorage.

So suddenly did the tide rise on Thursday evening that the engineers, officers and sailors who had been spending the day ashore, found themselves stranded, for no launch or sampans would venture out upon any consideration. A big batch of American sailors from the *Albatross* amongst those stranded. Their launch commenced the trip from Murray Pier to the steamer, late in the evening, but, after nearly an hour, was forced to go into the Dockyard refuge. The sailors landed, and experienced an unpleasant night on shore, for most of them had spent all their money. They remained in the City all day yesterday, as it was impossible for them to get to the ship.

COMMUNICATION WITH KOWLOON CUT.

From 6 p.m. onwards on Thursday passengers on the Star Ferry had some unpleasant experiences. Throughout yesterday morning the ferry service was suspended. One of the boats ventured out from the Kowloon side shortly after 10 a.m. but turned back when about half way across. It was only with extreme difficulty, after taking a circuitous course, that she was moored once again to the Kowloon wharf. The service was resumed shortly after 4 p.m. but, at 6 o'clock the weather conditions were such that once again the ferries stopped running.

COLLISION OF TWO STEAMERS AVERTED.

Shortly after 2 p.m. last night, it was noticed that the *War Bomber*, which was anchored in the Kowloon Bay anchorage had broken loose, owing to the force of the wind, and was in danger of colliding with the *Sulphur*, close by. In response to signals of distress from both steamers, the *Tai-koo Dock Co.* sent out a tug, which managed to prevent the impending disaster by towing the *War Bomber* out of the way and getting her safely moored again.

MUCH DAMAGE IN KOWLOON.

The news from Kowloon is necessarily scrappy, as communication with the Hongkong side was very irregular. Before the typhoon signals were up on Thursday evening, junks and sampans were hurrying into the Yau-mai Bay refuge. A number of them did not reach their destination, but were dashed against the Praya wall or the rocks. It is believed that a good many persons were drowned between 6.30 p.m. and 8 p.m., for no one was seen to scramble ashore from several of the junks. A number of sampans were smashed to pieces against the wall of the refuge as they were about to enter. The force of the wind at one point when the junks had to turn proved disastrous to many Chinese.

LIGHTERS WRECKED OFF STONECUTTERS.

Yesterday morning five large junks were wrecked between the Green Island Cement Co.'s works and Messrs. Bailey & Co.'s yard. Several of the occupants were drowned. Some lighters drifted to the west end of Stonecutters' Island, where the jagged rocks finished the work which the waves had commenced. It is believed that very few of the occupants of these craft were able to save themselves.

TWO POLICE BOATS WRECKED.

The Police launch *Hapag* and Police motor-boat No. 9 were among the vessels destroyed by this gale. No. 9 had been undergoing repairs at Messrs. Bailey's yard and the *Hapag* went to tow her into the Yau-mai refuge shortly after 7 p.m. on Thursday. The tow-ropes snapped owing to the fury of the elements, and it was with considerable difficulty that another junction was effected. After the *Hapag* had towed No. 9 a little further, the rope parted again, and this time ran

foul of the *Hapag's* propeller, putting her completely out of action. Sergeant Bond, of the Water Police, did his best in the circumstances, but both the launch and the motor-boat drifted against the Praya wall. Sergt. Bond and the other occupants of the launch had to don life-belts and scramble into safety. Yesterday morning the five junks mentioned above drifted into the launch and motor-boat, which thereby became total wrecks.

LATE LAST NIGHT.

Up to 11 o'clock last night, Signal No. 7 (the "black cross") was still flying, indicating that in the view of the Observatory, there was still danger of the full force of the typhoon being felt in Hongkong at any time. A strong wind was blowing all through the earlier part of last night, and much rain fell.

SOME INCIDENTS.

A correspondent writes:—Leaving a friend's house in Kowloon at 9.30 p.m. yesterday (Thursday) after being warned that a typhoon was approaching, I got into a ricksha and rode to the Star Ferry wharf. On the way a heavy gust of wind caught the hood of the ricksha and overturned the vehicle, upsetting me, and throwing the coolie into a drain. We managed, however, to reach the wharf just as a ferry was leaving, and I clambered aboard.

The journey across to Hongkong is usually made in eight minutes, but on this occasion it occupied double that time. The waves swept the upper deck. I was drenched to the skin and wondered how my fellow passengers fared on the lower deck. The journey, though short, was full of ugly possibilities. Even when we reached the Hongkong wharf great difficulty was experienced in mooring the ferry. After landing I remained a few minutes watching the waves spending their fury against the sides of the ferry. Suddenly the outer railings of the wharf broke into pieces, and it was thought advisable to stop the ferries. Notices were put up to this effect, but the ferries, I learned afterwards, continued running up to the usual hour.

While on the wharf I noticed a junk with its mast blown away slowly making for the shelter afforded by the lee side of the wharf. After considerable trouble this shelter was reached and a man, woman and two children, who were on board, made fast and jumped ashore, glad to be out of the fury of the waves. The junk, however, was constantly dashed against the wharf, and at last became so damaged that it sank with its cargo of bricks.

Wandering along the Praya Central, I came across an excited group of sampan men and women near the Y.R.C., where a number of sampans were moored. Some Chinese coolies were assisting them to get their craft on to dry land. They brought one boat up with a rope, belonging to the owner, but when they attempted to use the same rope to help others the owner objected. He was safe and he did not care a rap for anyone else. I intervened, as the crowd threatened to mob the man, and assisted in bringing the other boats to safety.

Two huge Government pontoons had broken their moorings and were being dashed against the Praya. A man, who, I presume, was the caretaker, managed to make the pontoons stationary by means of a large pole, and then tied them to an iron railing.

Near Blake Pier three sampans were racing in for safety when they were dashed to pieces. There was no sign of any people on them—probably the crews had already been washed overboard.

Huge breakers every now and then rose higher than the walls and broke in spray over the road. Near the Central Market a huge wave carried on its bosom three sampans, hurling them on to the road way, where they were smashed into matchwood. A number of sampans, moored near the Yuen On, Leung, and Hau Tak wharves were also reduced to matchwood, while their owners, in an agony of despair, watched the destruction. Speaking to one of these unfortunate people, I was told that the sampans contained all their worldly possessions and they were now homeless and destitute, without food, clothes, or shelter. They would have to sleep under the verandahs with their wives and children.

The Police at Wan-chai worked till early in the morning rescuing people. Cries of "Save life" were heard on all sides. A large crowd collected and assisted the Police, who rescued many a life that was in danger.

Several sign-boards in Connaught Road were blown down by the heavy wind, and two passers-by were injured. A rumour was in circulation yesterday, that a cargo junk with two men on it was carried away by the wind from east to west and was chased by a tug of the Tai-koo Dockyard, which managed to bring it back to safety.

A SYMPATHETIC MAGISTRATE.

TWO CHILDREN DISCHARGED.

At the Magistracy, yesterday, a Chinese girl was charged with hawking without a permit.

The girl's mother stated that as her daughter had nothing to eat she went out hawking to get some money.

Mr. Lindell: What do you do for a living? The mother: Nothing. I am too weak to work.

How do you live? We get congee from the congee kitchen.

Small boys can be beaten and sent away. I don't know what to do with the girls. I don't like to send small children to prison.

Inspector Kent: I don't want to bring them up myself. Nullah Lane is getting worse than Jubilee Street. We managed to stop the older people from hawking, and now they engage the little children for a few cents. I have received complaints from market-holders.

Mr. Lindell (to defendant): This sort of thing cannot be tolerated. If you are brought up again you will be fined, and if you cannot pay the fine you will be sent to prison. You are discharged.

A little boy, charged with a similar offence, was cautioned and discharged.

HONGKONG DEFENCE CORPS.

ADMINISTRATIVE ORDERS BY MAJOR G. E. WAKEMAN, V.D., ACTING ADMINISTRATIVE COMMANDANT.

STRENGTH.

No. 388 Pte. G. E. Rowan, "A" Co., is permitted to resign, on leaving the Colony, from September 1st, 1910.
No. 794 Pte. J. Martin, "B" Co., is permitted to resign, on leaving the Colony, from August 28th, 1910.
No. 763 Pte. J. Gibbs, Mounted Section, is permitted to resign, on leaving the Colony, dated August 20th, 1910.

LEAVE.

Sergt. S. E. Green, "B" Co., is granted 15 months' leave, from August 20th, 1910.
Spr. W. B. Muskett, Engineer Co., is granted 3 months' leave, from August 18th, 1910.
Pte. D. McMurray, "B" Co., is granted 9 months' leave, from September 1st, 1910.
Pte. C. A. B. Brooke, "D" Co., is granted 9 months' leave, from August 20th, 1910.
Pte. M. A. Murray, "A" Co., is granted 12 months' leave, from August 28th, 1910.
Pte. M. T. Johnson, "B" Co., granted 9 months' leave, from August 20th, 1910.
Spr. M. M. Murray, Engineer Co., is granted leave from August 20th, 1910, to September 30th, 1910.

REFERENCE ADMINISTRATIVE ORDER NO. 3.

dated August 8th, 1910, members of the Corps wishing to consult Capt. Harston or Lieut. Bailean should attend at their consulting rooms between 2 p.m. and 4 p.m. on week days. Kowloon residents wishing to consult Lieut. Smalley should attend at the Government Dispensary between 10 a.m. and 11 a.m. on week days.

ANNUAL MUSKETRY COURSE.

The following is the result of firing of Annual Course by the Machine-gun Company:

Number of rounds fired: 22
1st Class Shot: 14
2nd Class Shot: 8

The averages obtained were:—
Practice No. 13: 14.6
Practice No. 14: 21.9
Practice No. 15: 11.5
Practice No. 16: 22.0
Practice No. 17: 12.0
Practice No. 18: 11.7
Practice No. 19: 5.5

Company average: 99.2

ORDERS FOR ENGINEER COMPANY BY CAPTAIN R. HALL.

D.E.L. INSTRUCTIONAL CLASSES.
Recruits will parade for D.E.L. instruction under R.E. Instructors at Belchers at 5 p.m., on Wednesday, August 27th. These classes are obligatory for all who have not passed for the "Proficient" (1st) rating.
Officers on duty: 2nd-Lieut. Blackburn.

ORDERS FOR INFANTRY BATTALION BY MAJOR G. E. WAKEMAN, V.D., OFFICER COMMANDING.

"A" COMPANY.
Tuesday, August 26th:—
5.15 p.m. No. 1 Platoon at Kennedy Road Range, T.E.T. (Grouping with Miniature ammunition). Staff Sergt. Edmunds and Sergt. Mendo will attend.

ORDERS FOR CADET COMPANY BY LIEUT. A. O. BROWN.

PARADE—BATHING.
Lunch will leave Blake Pier on Wednesday, 27th instant, at 5 p.m. and call at Kowloon 10 minutes later.

G. E. STEWART, Capt., Adjutant, H.K.D.C.
Hongkong, August 22nd, 1910.

PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, August 13th.

THE SHANTUNG ISSUE.

China is determined not to sign the German peace treaty. China is unaware of the compromise suggested by Great Britain and America to Japan regarding Kiaochau. China will not negotiate directly with Japan. This is the present attitude of the Government, and a statement to this effect has been issued in order to pacify the people. China's position is clear, but Japan is not. Mr. Takubuchi, the *Charge d'Affaires* in Washington, and Viscount Uchida, Minister of Foreign Affairs in Tokyo, make varying statements, but both agree that an international settlement shall be formed in Tsingtau instead of the exclusive Japanese concession contemplated at first. Mr. K. Yoshizawa, the Commissioner appointed by the Japanese Foreign Office to report upon the conditions in Kiaochau, expressed a similar view when interviewed in Peking. Opinion in Japan, however, is opposed to such a concession, and it is officially stated that no such intention exists. It is any wonder, then, that Japanese official pronouncements "have little or no value." The Japanese are in a maze, and seem unable to find a way out. China, knowing that the opinion of the world is with her, prefers to stand pat. She wishes Korea to be returned in complete sovereignty, in exchange for which she will make Tsingtau an open port and set apart an area for foreign residence. To the Japanese such a claim must appear as the rankest presumption, and they cannot see that universal opinion is opposed to the execution of the 1915 and 1918 agreements with China. In this connection it is of interest to know that information from a reliable source states that Mr. Obata, the Japanese Minister, called upon Mr. Chen, the Acting Minister of Foreign Affairs, and is said to have given an undertaking that Japan would return Tsingtau in two years, but that in exchange compensation elsewhere would be expected. I cannot confirm this statement at the moment, but in certain circles it was not unexpected that some such *laissez faire* would be attempted.

THE BOYCOTT.

One thing Mr. Obata did do last week was to present a memorandum to the Chinese Government setting forth an outline of the loss suffered by Japanese trade through the operation of the boycott and emphasising the necessity for the Government taking action to preserve the good relations between two friendly countries. The boycott is particularly strong in the province of Shantung itself, and the President has addressed a telegraphic order to the Civil Governor to put a stop to it.

THE SUPPRESSION OF MORPHIA.

The good intention of the Chinese Government in the matter of the deadly morphia trade is revealed by the bill introduced last Friday into the House of Representatives. This bill, framed by the President himself, was referred to a committee for scrutiny. Its provisions are very drastic. The manufacture, sale, attempted sale, keeping in stock, transportation and importation of morphia from foreign countries are declared illegal, and penalties ranging from \$1,000 to \$100 are proposed for the varying offences. If such a law can be carried into operation it may limit the morphia supply very considerably, but, of course, no substantial improvement in the short cutting off the supplies at the place of origin can be expected.

THE NEW CONSORTIUM.

China is anxiously waiting the definite information that the new Consortium is being proceeded with. Arrangements are held up meantime, pending Japan's reply to the overtures from the other members. Japanese militarists and others wish Shantung, Manchuria, and Mongolia to be excluded from the scope of the group, but the Tokyo Government realises that an exception of this nature is impossible. It is too obviously selfish and exclusive. While it is true that the Chinese officials and the pro-Japanese officials in China endorse the exception claimed by Japanese militarists, for the simple reason that if they did not there would be fewer favours to come from this quarter in future, it is none the less true that the thinking classes of Chinese accept the principle of the Consortium. There is doubt regarding some aspects of its application, but that is all. Even Sun Yat-sen and Fang Shao-yi approve of the unification of railways and the supervision of money lent for national purposes.

THE MONGOLIAN EXPEDITION.

Effort of Little Hsu's army is on the plateau en route from Kalgan to Urga, and an interesting development is that the Mongolian do not treat it as hostile. An understanding seems to have been reached, and all looks well again in that part of the world.

THE CHOLERA SCARE.

The cholera scare is subsiding. Apparently the disease has not spread, thanks to the measures taken in all the danger zones.

PEITAIHO.

In previous notes I have referred to the growing popularity of Peitaiho among Chinese. This is reflected very strikingly there at this time. Not that it will do much to stress the Chinese appreciation of Western ideas of comfort. Houses are being purchased in numbers in West End, and many others are being built, so that this part of Peitaiho will become a Chinese residential locality.

Sir Robert Hart's band of Chinese performers, which survives to-day under the title of the Union Philharmonic band, has been transferred to Shanghai, where it will be probably be known as the Chinese band of the French Municipal Council. It is a pity that it should have been compelled to leave the place of its birth, though perhaps it will flourish in the more opulent sphere of the Model Settlement.

SUMMER SUNS.
Though last Friday was the first day of "moderate heat," as stated in the calendar, the first three days of this week have been better than any this summer. Probably it is a last effort, and within a few days we shall be conscious of more comfortable conditions.

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CARROTS small whole	" " " " " " " " " " " "
TOMATOES solid pack	" " " " " " " " " " " "
ASPARAGUS colossal No. 2	" " " " " " " " " " " "
" " mammoth	" " " " " " " " " " " "
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" pint	9 " " " " " " " " " "
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" picnic	11 " " " " " " " " " "
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NOTICE TO CONSIGNEES.
S.S. "WEST CONOR", VOY. I-OUT.
FROM SAN FRANCISCO, MANILA
AND ILOILO

THE above-mentioned vessel having arrived from the above-mentioned ports, consignees of cargo are hereby informed that their cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Aug. 28th, at 10 A.M., and Aug. 29th, at 10 A.M.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Aug. 29th, will be subject to sale.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY.
As operators, U.S. SHIPPING BOARD.
Hongkong, August 22nd, 1919. [1153]

G. R.

IN THE MATTER of the Trading with the Enemy Ordinances, 1914 to 1919.

THE CUSTODIAN OF ENEMY PROPERTY, Hongkong, has for sale by Private Tender the following number of shares in the undertaking of the HONGKONG and Kowloon Dock Company, Limited, namely, 30,000 (Two Hundred and Ninety) Ordinary Shares in respect of the Capital of the said company as existing prior to its increase in 1915, and 67 (Sixty-seven) Ordinary Shares (being the rights in respect of the said 260 Shares) in respect of the Capital of the Company as increased in 1915.

Tenders for the above will be received up to and including the 10th day of September, 1919.

Particulars, Forms of Tender and Conditions may be obtained from the CUSTODIAN OF ENEMY PROPERTY, Hongkong, at the Treasury, Hongkong, or from Messrs. DRACON, LOCKER, DEACON & HANSTON, Solicitors, 1, Des Voeux Road Central, Hongkong.

By Order, C. McI. MESSER,
Custodian of Enemy Property,
Hongkong.
Hongkong, August 15th, 1919. [1125]

G. R.

NOTICE

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony for places other than Canton, West River or Macao should apply in person for permission to do so at the PASS OFFICE, POST OFFICE BUILDING between the hours of 9 A.M. to 1 P.M. and 3 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1918.

Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations. The Penalty for non-compliance is a fine not exceeding \$50.

TIENTSIN DISTRICT.

PILOTAGE NOTIFICATION.

NOTICE IS HEREBY GIVEN that an EXAMINATION OF CANDIDATES provided for by Article IV of the General Regulations for the Pilotage Service in China will be held in this Office on THURSDAY, the 28th day of August, 1919, at 10 A.M.

ROBERT DOUGLAS,
Harbour Master.
Harbour Master's Office,
Custom House,
Tientsin, August 8th, 1919. [1128]

PACIFIC MAIL STEAMSHIP CO.

OPERATORS FOR

THE U.S. SHIPPING BOARD

will despatch the

S.S. "WESTCONOR"

FOR SAN FRANCISCO, VIA KEELUNG

AND SHANGHAI

On AUGUST 25th, 1919, at Noon.

Hongkong, August 20th, 1919. [1143]

TO-NIGHT

WHEN YOU VISIT

THE CORONET

PUT YOUR NAME DOWN

TO RECEIVE GRATIS

THE REVUE.

INTIMATIONS

HONGKONG HOTEL COMPANY,
LIMITED.
NOTICE.

IT IS HEREBY NOTIFIED that an INTERIM DIVIDEND of \$4 per share has been declared for the Half Year ending June 30th, 1919.

The Dividend will be payable on and after THURSDAY, AUGUST 28th, 1919, at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be CLOSED from August 20th to 25th, 1919, (both days inclusive), during which period no transfer of shares can be Registered.

By Order of the Board Directors,
J. H. TAGGART,
Manager.
Hongkong, August 14th, 1919. [1119]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of ONE DOLLAR (\$1) per share for account 1919 will be payable on THURSDAY, AUGUST 28th, 1919. Shareholders are requested to apply for Dividend Warrants at the Company's Office St. George's Building, Hongkong.

The TRANSFER BOOKS of the Company will be CLOSED from Thursday, August 21st, 1919, to Thursday, August 28th, 1919, both days inclusive.

SEEWEY TOMES & CO.,
General Managers.
Hongkong, August 14th, 1919. [1125]

WANTED.

AN experienced COMPTROLLER for Export Business, immediately, who is able to furnish security either Title Deed or Cash.
Reply stating experience and salary required.
Apply—
Box 1140,
Care of "Daily Press" Office.
[1140]

WANTED

A HOUSE in vicinity of Magazine Gap.
Reply—
Box No. 1131,
Care of "Daily Press" Office.
[1131]

TO LET.

FROM October 1st, a SHED-BOOMED HOUSE, Furnished. Good location in Kowloon.
Apply—
Box 1151,
Care of "Daily Press" Office.
[1151]

TO LET.

PART of Ground Floor.
10, Des Voeux Road Central.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
[1109]

TO LET (UNFURNISHED).

NO. 9 MOUNTAIN VIEW, from 1st October, 1919. A.R.
Apply—
Care of "Daily Press" Office.
[1064]

TO LET.

NO. 102, THE PEAK, 6-Roomed House at the Peak.
Apply to—
PERCY SMITH SETH & FLEMING.
[592]

TO LET.

FURNISHED at the PEAK, No. 4, Stewart Terrace.
Apply—
H. E. POLLOCK,
Supreme Court.
[397]

TO LET.

FURNISHED for 12 months, No. 87, THE PEAK (No. 1 Stewart Terrace) containing 3 Bedrooms and Bathrooms, Hot and Cold Water, Drying room, Dining Room, Drawing Room, Sitting Room and Usual Offices and Servants' Quarters. Also Large Garden. Possession July 15th.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings
81

FOR SALE or TO LET on long lease.

FURNISHED or UNFURNISHED from October 1st, 1919. No. 98 THE PEAK (End House of Stewart Terrace) Hot Water throughout. Double Grass Tennis Court with Pavilion and large Kitchen Garden.
Apply—
E. A. M. WILLIAMS,
LOWE, BINGHAM & MATTHEWS,
Chartered Bank Buildings,
1049

FOR SALE.

"MOUNT GOUGH" No. 131, THE PEAK. 6-Roomed House with Large Garden.
Apply—
LOXLEY & CO.,
York Buildings,
[1146]

INTIMATIONS

G. R.
PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 25th day of August, 1919, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at TOWKAWAN in the Colony of HONGKONG, for a term of 75 years, with the option of renewal as a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Containing	Approximate Area	Annual Rent	Upset Price
1	100 feet by 100 feet	10,000 sq. ft.	0.230 acre	\$10,000	\$10,000
2	100 feet by 100 feet	10,000 sq. ft.	0.230 acre	\$10,000	\$10,000
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A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND
GENERAL BROKER.

Queen's Road Central, Telephone No. 2331.

HAVING been Favoured with instructions from The Concerned, will sell by Public Auction, TO-DAY (SATURDAY), August 23rd, 1919, at 2.30 P.M., at No. 10, Pedders Street.

THE WHOLE STOCK IN TRADE OF THE KING TAI BLACKWOOD FURNITURE DEALERS.

Comprising—
Blackwood Mirrors, Wardrobes, Armchairs, Longtables, Writing Desks, Screens, Frames, Cabinets, and a collection of Chinese Curios and Old Chinese Pictures, also one Old Chinese Picture Ming Dynasty.
Terms—Cash on Delivery.
Hongkong, August 21st, 1919.

PALACE HOTEL, KOWLOON,
Corner of Halphong & Hankow Roads.
Tel. 1478; Palace.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.
BAR and BILLIARD ROOMS.
TERMS MODERATE.

Special Arrangement for Families on Application to—
J. H. OXBERRY,
Proprietor.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Eastasia, America, Continental, and South African Ports.

THE Homebound Mail Steamer "DUNERA"

carrying His Majesty's Mail, will be despatched from this port about September 7th, 1919, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the co-carrier Steamer for Marseilles and London.

Parcels will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc. Apply to—
MACKINNON, MACKENZIE & Co.,
Agents,
P. & O. S. N. Co.

Post Box 112,
22, Des Voeux Road Central.

INTIMATION

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A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

TEL. 616.

HONGKONG OFFICE: 10, DES VOEUX ROAD, C.

LONDON OFFICE: 121, FLEET STREET, E.C.

THE "Daily Press."

HONGKONG, AUGUST 23RD, 1919.

PROSPECTS OF RE-UNION IN CHINA.

There appears, once again, to be a prospect of an early settlement of the protracted dispute between the Northern and Southern parties in China. Wong I-tze, Speaker of the House of Representatives, has been appointed chief Northern delegate to the internal Peace Conference in succession to Chu Chu-chien, who declined to act further after his experience of how little solid authority supported the credentials furnished him. The event is satisfactory because it ends the deadlock. It represents a movement which may or may not be productive of results.

The deadlock, however, held out no hopes at all. The presumption is that Wong is fairly acceptable, otherwise he would not have been selected. Although an Anlu man, he is not without some of that which is required at the moment to reunite the nation. It is remarkable that this appointment, coming as it did when Southern representatives were so insistent upon the resumption of the Shanghai Peace Conference, should synchronise with serious cleavages in the Canton party. It cannot but be regretted that Northern difficulties in the way of the resumption of the Conference should be overcome only to be followed by difficulties on the other side. The resignation of Sun Yat-sen from the political directorship of the Military Government, as it styled itself, accompanied by that of his lieutenant, Hu Han-min, former Tutuh of Kwangtung, is sure to have some bearing on the situation. If it makes for a spirit of compromise his retirement must represent a distinct gain to the cause of reunion. At any rate, Peking is hopeful that in the course of a week or two the Northern and Southern delegations will have re-opened their pourparlers, and that interesting developments may be reported from Shanghai before long.

In the meantime it would appear that a settlement may be reached by other roads, for General Luk Wing-ting, who controls the military forces of the South-West, is said to have arranged terms with the Peking authorities, and, as a consequence of this, Directors of the Military Government or such of them as have assumed their duties are on the point of retiring.

Not all the constitutionalists of China are housed in Canton or Shanghai. One of the most honest, patriotic and able resides in the historic Peking, in the President's Palace itself. Hsu Shu-chung is still waging, with little immediate support, his protracted fight against the several associated elements which represent reaction. They are the Militarists, the Anfu Club, and the pro-Japanese officials. All three, individually and collectively, look to personal gain from Japanese sources rather than to the higher interests of their country, and they are unrelenting in their opposition to the liberal policies which the President is seeking to put into operation.

They will not submit to a Premier who does not share their views or promise to obey their dictates. They insist that in return for their support he shall agree to the three most lucrative portfolios being held by their nominees and that disbursements of Government money shall be made in favour of the party war fund.

The demand is preferred with the knowledge that it will not remain secret, but that is no deterrent. These people probably save their conscience by saying that the Opposition would do the same if given the opportunity. In expressing that view they are probably correct. It shows the purification that is necessary in Chinese public life before politics can become the moderately clean profession or pursuit that they are in Western countries.

President Hsu derived no support from Parliament for Chow Shu-mo, his nominee for the Premiership. Neither could he get the House to agree to Kuo Hsin-chan as temporary Premier to assist in the peace settlement. In all his efforts to arrange a suitable compromise His Excellency has been foiled. Nevertheless, he has not abandoned hope. His latest idea is to wait till Parliament is prorogued, and then appoint his Premier, whose Cabinet, if the fates be kind, will undertake the duties devolving upon it by the decisions of the Shanghai Peace Conference. Such optimism is very commendable, but it is more than doubtful if the scheme has any real chance of success. The law's delays are trifling compared with the procrastination of a peace conference in China. It seems, however, to be the only way out of the present deadlock. One move naturally is followed in this game by a counter move. The Anfu party are now contending that while the President is right in saying that the extension of the Parliamentary session ends this month there is nothing in the Constitution to limit the number of extensions; the only restriction is the period of the extension! Unlike previous Parliaments in China, the present will show a devotion to duty which not even the intense heat can slacken!

THE PAK KOP PUI LOTTERY.

In regard to the reports of the re-opening of the Pak Kop Pui lottery, the Tseuhin announces that he will not allow such a proceeding so long as he remains in office.

THE TRAMWAY.

It is reported that the survey for the tramway is proceeding and that all the materials are to be purchased from America. The people are said to be surprised that the contractors have registered their syndicate in Hongkong instead of in Canton.

The opposition of the Provincial Assembly appears to have died down as the authorities have paid no attention to it.

TYPHOON WARNING.

The following telegrams have been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

7 p.m., August 21st.
Cyclone or typhoon W.N.W. of Luzon, moving W.N.W.

Cyclone or typhoon W. of Ladrones or Mariana Islands, moving W.N. or N.N.W.

PAID ASSASSINS?

TWO ARMED MEN ARRESTED.

Two men armed with daggers, believed by the Police to be paid assassins employed by ruffian-makers to wreak vengeance on their fellow-labourers, have been arrested at West Point.

It appears that Inspector Macdonald received information that a meeting was to be held at the T. Hing restaurant by members of a ruffian

CABLES.

LATENT CABLES.

[THROUGH REUTER'S AGENCY.]

THE DARDANELLES COMMISSION.

TIMES' FORECAST OF THE REPORT.

LONDON, August 20th.

The Times in a forecast states that the Dardanelles Commission's final report finds that insufficient consideration was given to ensure safety at the original landing, the difficulty of which was greatly underestimated.

The Commission strongly criticises the attack as Anzac and Sulva, largely attributing the failure to faulty landing, and ensuring several Commanders, particularly at Sulva.

The Commission unhesitatingly agreed as to the decision for evacuation, but states that the decision was unduly delayed. They express the opinion that General Monro's view, confirmed by that of Lord Kitchener, ought to have been decisive.

The Commission adversely criticises the breakdown of the water-supply, and the arrangements for the evacuation of the wounded men.

FIGHTING BOLSHEVISM.

ANOTHER PITIFUL APPEAL FROM NORTHERN RUSSIA.

ARCHANGEL, August 20th.

Another pitiful appeal has been issued by the representatives of the entire population of Northern Russia to the Allied Democracies, not to leave them to the mercy of the Bolsheviki.

The appeal says:—When your troops arrived with words of encouragement, we believed you. We believed the work begun would be carried on, and that you were our moral support, but we were mistaken.

You are recalling your men, half of whom are Volunteers who came to our assistance in the name of humanity. And to think that your Volunteers could save us from massacre, starvation, and ruin. We representatives of democracy appeal to you to think what your action entails.

We appeal to your feelings of human justice. The victory of Bolshevism means death to us. For the sake of sanctity and human life you must leave your forces here, so that in the last hour of our trial you may in humanity save those of us who are still alive. We ask you to hear this cry of despair and pain.

EARLIER CABLES.

ANOTHER DENIKIN SUCCESS.

LONDON, August 20th.

An official message says that General Denikin by occupying the railway junction at Cherkassk on the Dnieper has cut off the last remaining Bolshevik line of communication with Odessa, which General Denikin is expected to occupy soon.

THE ALLIED OCCUPATION.

A UNIQUE EVENT AT COLOGNE.

COLOGNE, August 20th.

A memorable inspection by the Army Council commenced with a visit to the General and Commercial College, where Mr. Winston Churchill and Field-Marshal Wilson examined the work of soldier students of the crafts' section.

Mr. Churchill, addressing them, paid a tribute to the admirable organisation, administration and useful work of the College.

Subsequently, the Army Council witnessed a magnificent review of the Sixth Corps under Lieutenant-General Sir J. Haldane, with massed bands.

Then there was a parade by all sections of women workers of the Rhine Army, which Mr. Churchill characterised as a unique event in the annals of the British Army. If, he said, the war had continued longer it was certain that women would have been employed in the front line as signallers, telegraphists and clerks.

OBITUARY.

MR. GREGOR MCGREGOR.

LONDON, August 20th.

The death is announced of the famous wicket-keeper Mr. Gregor McGregor, who played for England against Australia in all the matches in 1900 and 1902.

NEW STEEL ORGANISATION IN FRANCE.

SCHEME PROMISED GOVERNMENT SUPPORT.

PARIS, August 20th.

A Havas message says:—An important French Steel Group has been organised with a national object. The name the associated firms have adopted is the "Groupeement Sinistres Nord and Est," the nominal capital being one million.

The French group will deal in commercial, industrial and financial transactions for the purchase and sale of steel produced in German works in Alsace-Lorraine and the occupied German territories, under a central society. It is purely national, with Government approval.

BULGARIA.

A COMPLAINT TO THE PEACE CONFERENCE.

PARIS, August 20th.

A Havas message says:—The Bulgarian delegates have handed to the Peace Conference a Note which complains of the steps taken to disarm Bulgaria, and asking to be treated on the same footing as their neighbours, against whom they say they will be obliged to arm.

The French Press states that it is hardly likely that the Conference will take the claim into consideration, but all steps will be taken quickly in order that Greece, Rumania and Serbia may no longer fear attack by Bulgaria.

BRITISH LABOUR.

STILL ANOTHER GOVERNMENT OFFER.

LONDON, August 20th.

A settlement has been reached in the railwaymen's demands. The Government has made an amended offer, giving a maximum wage of 15s. daily to drivers and fitters, to firemen, including war bonuses. The Railwaymen's Executive will recommend acceptance.

THE SILVER MARKET.

LONDON, August 19th.

Silver is quoted at 50½ spot and 50½ forward. The market is steady.

"MUTINOUS SWINE."

ASTOUNDING SCENES IN WANDSWORTH PRISON.

REPORT OF INQUIRY.

Remarkable revelations with regard to the behaviour of conscientious objectors at Wandsworth Prison are contained in a report issued on May 17th by Sir Albion Richardson, M.P., who conducted an inquiry into the allegations made against the acting governor, Major Blake.

Major Blake's version of his arrival at Wandsworth Prison on February 20th is as follows:—

"I said to Mr. Brown, the chief warder, about 2 or 3, 'Let us go inside.' When we came inside the prison there was in the hall called C 2 a gang of men drawn up, and they were singing and making an awful noise, absolutely unheard-of in any prison I had been in."

"I said, 'Silence.' One man shouted out, 'I got your hair cut.' Another made a disgusting noise with his mouth, and somebody shouted from the back, 'Who is this swine?' or 'Hark at the swine.' In the workshops the officer in charge reported, 'All correct, sir.' Then from the other door marched in, singing 'The Red Flag,' a gang of these conscientious objectors, nearly all of them were soldiers, you know. There was a restive look about them. I said, 'March these men out.' I rather think I said, 'March these noisy devils out of here. I won't have them disturbing the decently behaved prisoners.'"

"As they went out they started shouting and yelling and so, for the benefit of every one concerned, I shouted: 'You damned mutinous swine. I have come down here to restore order, and if you do not behave yourselves I will give you hell!'"

"I called them 'damned mutinous swine,' disgusting words to use, but I am not apologising for it. It was the only thing to do. Their tails went down at once, and they have never misbehaved since."

"I am satisfied," says Sir Albion Richardson, summing up, "after thorough investigation both into the charges made against him and into the surrounding circumstances, that Major Blake has throughout acted with a single-minded desire to discharge the duty with which he was entrusted by the Prison Commission of restoring order in the prison."

THE RETREAT FROM ANTWERP.

Mr. Long (First Lord of the Admiralty), in reply to Captain Hamilton Benn, stated in the House of Commons on July 9th. I am glad to say that, after full inquiry and reconsideration, the Board of Admiralty are satisfied that, under the circumstances existing at the time, Commander Henderson was justified in his decision to intern the First Royal Naval Brigade in Holland during the retreat from Antwerp in 1914, and to blame attacks to him or to any officer or man under his command. (Cheers.)

"JAPAN DEMANDED SHANTUNG."

HEATED DEBATE IN THE AMERICAN SENATE.

"ONLY WAR CAN EJECT THE JAPANESE."

[BY DONALD A. GRAHAM.]

WASHINGTON, D.C., July 13th.

Japan's real reasons for engaging in the war against the Central Powers, her relations with the Entente Allies and her secret attitude toward Germany while the war was still in progress were openly discussed in a highly sensational debate in the Senate this afternoon on the peace treaty and the League of Nations.

Even the possibility of war in the future between the United States and Japan as the alternative of American acquiescence in the Shantung settlement, and perhaps in the further dismemberment of the Chinese Empire, was brought frankly into the discussion.

It was probably the most daring debate on a delicate international situation, involving a friendly Power, in which the Senate has ever indulged in public session.

After five hours of charges and counter-charges the administration Senators gave up the battle and permitted the unanimous passage of the Lodge resolution calling for all the information in the possession of the President and State Department regarding a reported secret treaty between Japan and Germany, and Japan's negotiations with Germany while the world war was still raging.

JAPAN IS HANDLED WITHOUT GLOVES. Japan's whole attitude was handled by the Republican Senators without gloves. No effort was made to put the subject on a high plane.

So important a factor has the Shantung affair become during the last few days that President Wilson will undoubtedly find it necessary to explain at length within the next few days why he agreed to this settlement. I am informed that a White House statement on the subject is now in contemplation.

Republican Senators who are opposing the peace treaty and the League of Nations charged that President Wilson's signature to the peace treaty granting to Japan the Shantung peninsula, with a population of 40,000,000 Chinese, with a territory of 150,000 square miles, was in the nature of a "bribe" to keep Japan out of the proposed League and to prevent her from becoming an ally of Germany by a separate treaty.

Senator John Sharp Williams, of Mississippi, a Democrat and an enthusiastic supporter of the President, admitted frankly that the Shantung grant was wrong, but asked what could the United States do about it when Japan demanded it as the price of her entrance into the new scheme for world peace, and England and France agreed to it.

"Japan will not give up Shantung except by war," declared Senator Williams.

"Are we ready to send our fleet to the Pacific and our troops to that coast?" he asked.

Senator Borah, of Idaho, Republican, one of the leaders in the fight against the treaty and the League, promptly replied: "I do not think there will be a war with Japan. But I feel certain that the American people as this debate goes on month after month and year after year, will never be willing to underwrite this settlement, to leave our party to the palaver of 40,000,000 Japanese, Chinese, by Japan."

"If war is the only alternative, I am ready to face it, and we might as well settle it now. All the great nations which signed this treaty have treaties with China promising to protect her territorial integrity. If England and France want to break this treaty, let them do it, but I shall not stand idly by and see it done by the United States."

"This, as everybody who has studied the Far Eastern question knows, is the beginning of the dismemberment of the Chinese empire. It is also the beginning of a great Japanese military empire. Japan wants to break into the gates of the Manchurian Railway, she has control of her western border. Shantung gives her control of the northern and central Chinese coast, and she already has the Island of Formosa, which controls the southern coast."

"Don't forget," interrupted Senator Williams, "that England and France agreed to this treaty. They were more of China, too," snapped Senator Borah.

"The debate began when Senator Lodge asked for the adoption of his resolution. He bluntly charged that the Shantung peninsula was the 'purchase price' for Japan's signature to the League of Nations covenant."

Senator McKim, of New Hampshire, a Republican member of the Foreign Relations Committee, called it "a bribe" and Senator Norris, of Nebraska, Republican, denounced it as an "outrage" and a "betrayal."

Senator Hitchcock, of Nebraska, reasserting leadership of the Administration forces, undertook to defend Japan's right to Shantung, but Senator Williams, also a Democratic member of the Foreign Relations Committee, upset the defence by his frank admission that if President Wilson had not yielded in the Shantung affair Japan would have broken off from the Allies and negotiated a separate treaty with Germany.

Realizing the close relations between Senator Williams and the White House, Senators attached great importance to the Mississippi member's statement that Japan would never give up Shantung again without a war.

Before the Senate met to-day the Foreign Relations Committee took another far-reaching step in its determination, if not blocked by the administration, to rip the lid of secrecy off the Paris peace conference. It adopted Senator Hiram Johnson's resolution requesting the President to send to the Senate the copy of the "American plan" for the League of Nations and all data, including stenographic reports of meetings, relating to the League negotiations.

SENATORS HAD NOT READ.

The committee also got down to business with the treaty itself. It was discovered that some of the Senators who are demanding unreserved ratification have not read the treaty, and the majority therefore decided that the document should be read in full. Skipping the League of Nations covenant, with which they were all familiar, they succeeded in covering about a fourth of the treaty today.

The debate over Shantung was unexpected at this time. Senator Lodge, in urging the adoption of his resolution, usually referred to Shantung as "a gift" to Japan. Senator Hitchcock was on his feet in an instant, flaring with hot resentment at Senator Lodge's statement, and vehemently protesting against the resolution.

The Nebraska Senator declared the resolution was "based on slender evidence," that it was "unworthy of the Senate," that it "could accomplish no possible good," and that it would "tend to disturb the friendly relations between the United States and Japan."

The authors of this resolution could get all the information they desire in private conference with the President, said Senator Hitchcock. "I hope that when the reply comes from the President to go on a fishing excursion for the purpose of breeding trouble."

Senator Lodge said the information upon which the resolution was based did not come from newspaper reports alone. He had been informed, he said, that a copy of the secret treaty had been in the possession of the State Department for some time.

In view of the gift, we are making use of 20,000,000 Chinese to help build up Japanese power in the Far East. I think I should know whether there is any truth in the reports," said Senator Lodge.

HITCHCOCK DEFENDS JAPAN. Senator Hitchcock defended the Senate that Germany acquired title to the Shantung peninsula by treaty acknowledged by the United States and other Powers, in 1898, Germany's title being undisputed, he continued, Japan had a clear right to the territory by taking it from Germany by force of arms.

Senator Norris took sharp issue with Senator Hitchcock on this point, declaring that the treaty under which Germany acquired the Shantung peninsula clearly specified the territory could not be transferred to another Power without China's consent. "Senator Hitchcock retorted that China had given her consent to the transfer by treaty in 1915, Senator Norris made the point that all of China's treaties with Germany were invalidated by the Chinese declaration of war against the Central Powers, and declared also that China's consent to the transfer was wrong from her by Germany."

Senator Hitchcock went on to explain the advantages China would derive from this treaty, which she gets something by this treaty, which is greater than any asset she has heretofore had," he said. "China by the treaty now before the Senate gets the full benefit of Article X. (Laughter.) Senators may laugh," shouted Senator Hitchcock, and they laughed all the louder. "But," he continued when order was restored, "they know what has been taken away from her by this treaty."

"And they are doing it now," interrupted Senator Lodge.

"No," retorted Senator Hitchcock. "Senators should know that under Article X, no future spoliation can occur."

The Senator objects to calling Shantung a gift," interrupted Senator McKim. "I do not think it can be more accurately described as a bribe, and I ask the Senator from Nebraska if he will accept that correction."

NO PATIENCE WITH CROCODILE TEARS. "No, I will not accept it," said Senator Hitchcock with some heat. "I have no patience with the crocodile tears that Senators are shedding over China."

"In the next great war," said Senator Norris, "one of the objects will be to restore to China what has been taken away from her by this treaty."

"Well, I do not know whether the Senator is any better prophet than he is a statesman," Senator Hitchcock retorted.

Senator McCormick, of Illinois, Republican, wanted to know whether the United States was bound to observe the secret treaties which formed the basis for the barter of Shantung.

"No," replied Senator Hitchcock, "the United States is not bound to observe these secret treaties. The United States has protested against them."

It is bound to observe the published treaty when the transfer of German rights in Shantung," inquired the Illinois Senator.

"Ah, the Senator knows very well those treaties are not only public but have for years been recognized by the United States under a Republican Administration," said Senator Hitchcock.

The Senator from Nebraska does not follow me," said Mr. McCormick. "No Republican administration recognized any agreement under which the British Government expressed its pleasure at according to the Japanese demands for Shantung."

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NEW KAISER CULT.

GERMAN MILITARISM ROUTED.

[FROM "THE DAILY TELEGRAPH'S" SPECIAL CORRESPONDENT.]

BERLIN, July 6th.

Nothing is visible in Germany to-day but a sort of Nationalism, in the worst sense of the word. Intrinsic and agitation are playing this string with golden fingers everywhere. It is very difficult for Government Socialists to combat the movement, because its own Centrum allies are somewhat involved, and the feeling of discontent is grounded in the terms of peace, of which agitators, especially militarists, make the most.

Just now the chief fuel supplied is the insistence of the Allies on the handing over of the ex-Kaiser. Bothmann-Holweg's offer to supply his place has produced great enthusiasm as an exercise of the prime German virtue, "Deutsche Treue." Hindenburg stock also rose sharply when the old Field-Marshal followed suit, and the same applies to the Hohenzollern Princes. Societies everywhere are pledged to defend the ex-Kaiser and Germany from this shame, and there is a secret military manufacturer down for delivery to the Allies without a circle of his own pledged to preserve him.

Irredentism is also a strong card of the militarist hand. The People's party and the German National party are clearly visible. They have founded in practically every town and village homeland societies, with the object of continual mutual encouragement to keep alive the determination to recover the annexed provinces.

Naturally, militarism, the word which a wise treaty was to have destroyed, is now being used to a new purpose. At present the home army, which has to be recruited, directly to 200,000, and later to 400,000, is not less than 700,000 or 800,000 strong, and it is still recruiting strongly. Advertisements in the daily papers and new posters on the walls continually appeal to a voluntary organisation actively at work in many other ways. To these effective forces must be added, besides the eastern army, innumerable members of the "Citizen Guard" (Eisengardener) of the same percentage as the irredentist societies already mentioned, and found side by side with them all through Germany. This guard is ostensibly justified by the Spartacist threats and by the war against food profiteers, from which danger few localities are safe. Officers' societies are continually fighting, and apparently defeating Noske's efforts to make his army a Republican instrument. Great pressure is brought to bear on the selection of personnel. For example, one of the points of the anti-Semitic agitation is to keep all Jews, half-Jews, and pro-Jews out of the army, and recruits are asked to insist on this before joining.

ANTI-SEMITIC AGITATION. This anti-Jew propaganda, which is exceedingly active and well furnished with funds, has just resulted in the beginning of the pogrom in Berlin—a brutal beating of people of a poor Jewish street by soldiers and well-dressed youths. It is also remarked that all big shops recently plundered are kept by Jews. Labels are propagated in thousands of incredibly coarse leaflets. One says that the "peace delegation to Versailles was composed entirely of Jews, who sold Germany to the Allies; and a pretended letter is published in which one Jew writes from Paris to his son saying that he has received 50,000,000 marks as his share of getting the Treaty signed.

A manifesto, signed by the leading Majority Socialists, including the Ministers Herr Müller and Herr Wissel, thus describes the object of the anti-Jew campaign: "Monarchical wire-pullers who stand in the background and supply the pogrom with money with both hands wish to cover the revolution with shame at home as well as abroad, and resurrect right upon the ruins of a degraded Republic the old monarchical regime. This can they serve their plans in several directions by one blow: by driving Jews, bring the Republican into disrepute, restore reaction to the saddle."

This charge involves the Majority Socialists' own coalition allies in the whole monarchical conspiracy, for the Centrum organ, *Germania*, as a Jew-baiting paper, is a strong second-string to Count Reventlow's *Deutsche Tageszeitung* itself. This makes the position of the Majority Socialists not less than desperate. If the military party wins, the folies it may commit and the consequent disasters to Germany are incalculable.

OPIUM CASES.

At the Magistracy, yesterday, a Chinese was charged with being in unlawful possession of 27 tacks of prepared opium.

Defendant was stopped on the Hau Tak Wharf, while attempting to leave the Colony, and his luggage was searched. In a racket-bag the drug was discovered carefully concealed. He admitted his offence and was fined \$2,000, with the alternative of six months' hard labour.

Chief Revenue Officer Wildin and some assistants seized a cargo-junk a few days ago in which they discovered 2184 tacks of opium valued at \$3,024, hidden in the hold. There was nobody in the junk at the time, and an advertisement was published in the English and Vernacular Press inviting the owner to call at the Harbour Office and claim the junk. A well-dressed Chinese responded to the invitation and was arrested on a charge of allowing his junk to be used for smuggling opium. At the Magistracy, yesterday, the case was remanded.

Later in the day Mr. E. Davidson appeared before the Magistrate and pleaded for leniency on behalf of the defendant, on the ground that the junk belonged to a man for \$50 a month. The man had disappeared.

Mr. Lindell fined defendant \$500.

NATIONAL PLAN TO BENEFIT THE GROWTH & CONDITION OF THE HAIR

Unique offer to Men and Women whose Hair is Weak or Impoverished.

1,000,000 "HARLENE" HAIR HEALTH OUTFITS FREE.

"HARLENE" MAKES ALL THE DIFFERENCE.

Now that the severely trying days of war are over, men and women everywhere have the opportunity to give their hair the attention necessary to the proper care of their general health, not the least important phase of which is the care of the hair.

If you are worried about the condition of your hair, if it is weak, impoverished, falling out, or if it is afflicted with dandruff, dryness, or over-greyness, do as millions of others (both men and women) have done, and try "Harlene Hair-Drill".

From today onwards, there are to be distributed one million hair-health outfits for all cost. Each outfit contains a complete outfit for the care of the hair.

Every man and woman can have this precious wealth of beautiful hair if he or she will only devote two minutes a day to the proper use of the wonderfully successful "Harlene Hair-Drill". Today, too, you can prove the truth of this statement without fee or obligation.

SIMPLE METHOD SECURES HAIR-HEALTH.

The whole process takes no more than two minutes a day, and is enthusiastically endorsed by a host of "Harlene Hair-Drill" devotees for the marvellously refreshing and rejuvenating feeling it gives before facing the day's work.

A USEFUL AND WELCOME FREE GIFT.

You, as one of the Nation's workers, can secure one of these hair-health outfits at once by simply sending the coupon below, together with your name and address, and 6 stamps in stamps, to cover cost of postage and packing of the parcel.

By return you will receive this Four-Fold Outfit:

1. A trial bottle of "Harlene," the ideal liquid food and natural growth-promoting tonic for the hair.
2. A packet of the unrivalled "Cremex" Shampoo—the finest purifier and most soothing hair and scalp cleanser, which prepares the hair for "Harlene."
3. A bottle of "Vion" Brilliance, which gives the final touch of beauty to the hair, and is most beneficial to those whose scalp is dry.
4. A copy of the newly-published "Hair-Drill" Manual—the most authoritative and clearly written treatise on the hair ever produced.

FREE TRIAL OUTFIT

When your hair is attacked by a scurf, dryness, over-greyness, and begins to fall out and become brittle, this and weak, it needs the beneficial treatment of "Harlene Hair-Drill" to give new health and strength to the impoverished hair-roots. Send for a free trial outfit, using the Free Coupon as directed below.

ENRICH YOUR HAIR TO-DAY.

There is no excuse to-day for any man or woman having thin, brittle, weak or falling hair. "Harlene Hair-Drill" overcomes every kind of hair trouble, no matter from what cause it springs. It preserves the hair in health and it restores weak hair back to health and beauty once more. You can prove this to-day by self-demonstration and prove it free of cost. Let "Harlene Hair-Drill" enrich your hair and increase its value to you. Simply send 6 stamps in stamps for postage and a Free Harlene Outfit will be sent to your address in any part of the world. Cut out the coupon below and post as directed to-day.

After a Free Trial you will be able to obtain supplies of "Harlene" and "Cremex" Shampoo. Powder from all Bazaars and Drug Stores throughout the world.

Any or all of the preparations will be sent on receipt of 6 stamps extra for postage direct from "Harlene Hair-Drill" Ltd., 20, 22, 24 & 26, Lamb Conduit Street, London, W.C.1, England. Carriage extra on foreign orders. Cheques and P.O.'s will be accepted.

"HARLENE" GIFT COUPON

Fill in and post to: Harlene Ltd., 20, 22, 24 & 26, Lamb Conduit Street, London, W.C.1, England. Enclose 6 stamps in stamps for postage to any part of the world. (Foreign stamps accepted.)

NOTE TO READER.

Write your full name and address clearly on a piece of paper, pin this coupon to it and post as directed above.

Hongkong Daily Press.

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To safeguard its maturity our policy for the future is our policy of the past. First and foremost to see that the margin of stocks over sales is always large enough to maintain our unique quality.

JOHNNIE WALKER, "White" Label. Over 6 years old.
JOHNNIE WALKER, "Red" Label. Over 10 years old.
JOHNNIE WALKER, "Black" Label. Over 12 years old.

Guaranteed same quality throughout the World.

To be obtained from the Sole Agents for China:
CALDBECK, MACGREGOR & CO.,
Hongkong, Canton, Shanghai, Tientsin, Peking, etc.

JOHN WALKER & SONS LTD.,
Scotch Whisky Distillers,
GLASGOW, SCOTLAND.



Born 1820:
Still going strong.

By Appointment to H.M. THE KING.

FIRE ENGINE MAKERS.

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Best Quality

CANVAS HOSE PIPES

Two Brands of World-wide Repute:

"DUB-SUB" and "EXTRA DUB-SUB"

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Write for "This on Hose" and quotations to:

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INDEPENDENCE DAY IN LONDON.

U.S. AMBASSADOR ON THE UNITY OF THE "BIG THREE."

In celebration of Independence Day, the American Society in London gave a dinner at the Savoy Hotel, where Mr. Clarence Graft, the chairman of the society, welcomed some of the most successful of those who work for the cause of Anglo-American friendship.

The toast of "The King" and "The President" were greeted with acclamation.

A BOND FOR PEACE.
Lord Reading, in the absence of the Lord Chancellor, submitted the toast of "The American Ambassador." He wondered whether those who fashioned that magnificent declaration so beloved by all Americans could ever have thought that British and Americans would meet on such occasions, and that the British would be as glad to celebrate that great national day as the Americans. America had travelled very far since those early days, and the proof of it was given quite recently, when Americans demonstrated to the world the strength of their organization, the wealth of their resources, the courage of their men, and the loftiness of their ideals. There was no country which regarded so much as the growth of America and its increase of power and influence in the world as did Great Britain, because we know that with the Americans our ideals were safe; that with America ranking so high in the world the progress of the world was better assured than ever it was. (Cheers.)

It is not to be that in the course of the celebration of July 4th would recall to Americans the great day in which they were associated with Britain, France, and their Allies in the greatest struggle for liberty in which the world had ever engaged, and that that thought would come only to unite the bonds closer between them? America and Britain would continue the close association of the war for the preservation of liberty and the maintenance of peace. (Cheers.) His Lordship continued: As we stand together and continue in this co-operation so is France for ever protected, so are the other nations who have fought with us sure of the preservation of their independence. (Cheers.)

THE AMERICAN AMBASSADOR.
The Day we Celebrate, said the ambassador in the kindly soil of this ancient motherland tonight more than 2,500 of the sons of America who left her soil to join Great Britain in the fight for righteousness. When the day came that by long observance in our country is set apart to honour the graves of those who have fallen in her service, not one of those graves in all this land was left without its tribute; not one sleeper was left unremembered. America is profoundly grateful for this fraternal homage to her fallen sons, and those who love them most find comfort in the thought that they sleep among the living.

Dealing with the subject of the toast, Mr. Davis said: The precise occurrence which calls to our consciousness is a gathering of earnest, and perhaps not over sanguine men in the City of Philadelphia. They were setting out on an extremely hazardous enterprise, yet they realised that there are causes which transcend the fortune of any individual and there are ideals in whose pursuit sacrifice itself ceases to be sacrificial. In a few terse sentences they made profession of the creed that animated them. "We believe," they said, "these truths to be self-evident, that all men are created equal, and that they are endowed by their Creator with certain inalienable rights; that among these rights are life, liberty, and the pursuit of happiness, and that to secure these rights Governments are instituted among men deriving their just powers from the consent of the governed." In the name of that trinity of ideas—human equality, personal liberty, and popular sovereignty—they baptised the new State, at whose birth they were presiding, and to that cause they pledged their lives, their fortunes, and their sacred honour. Perhaps no few sentences ever uttered have more rung around the globe than those.

A LIVING MONUMENT.
Cynics have scoffed at them. They have professed to find with the declaration of human equality the denial of the natural difference in faculty and endowment. Demagogues have used liberty as a cloak for their own license, and minorities have declared that no act of government can bind them without their individual and separate assent. The men who wrote those sacred sentences were plagued by no illusions such as those. They knew that they demanded was equality of life and opportunity for the rich and poor, the high and low, the proud and humble alike. The liberty they proposed was the liberty of the law, and its limits, where the rights of any other men begins. The consent of the governed was expressed by the only organ competent to declare it—the freely expressed will of a free majority. They were as far removed from the mad class warfare of the Bolshevik, on the one hand, as they were from irresponsible power and the divine right of kings, on the other.

Those who seek a monument to the signers of the Declaration find it in the great and prosperous nation that has raised itself on the foundations that they made. Thirteen scattered colonies have become forty-eight United States; 3,000,000 people have become 105,000,000. And through all the years those ringing sentences of the Declaration of Independence have been to the American people a pillar of cloud by day and of fire by night, to lead them on the way.

We have witnessed the phenomenon of America entering into a great conflict for the first time in all her history absolutely intitled, with no peace party and no friction with her population, which would have been content with no victory less sweeping than that the Allies have won. There was bitter resentment at the America at the brutal warfare Germany was waging. There was bitter resentment at her invasion of national and personal rights, but there was very resistance to the challenge she flung into the face of human freedom. (Cheers.) It was the great good fortune of America in that hour to be led by a great man, who could make it clear to all his countrymen that they were still those of the universal empire striving for universal freedom. How could it be otherwise! How could there be a want of unity or earnestness, with the example of France, Belgium, Serbia,

Italy, and Canada, pouring forth their life blood; the Antipodes sending across the flower of their sons; and Great Britain, with her Dominions, fighting the great fight for human liberty and righteousness? Those who spoke of vessels carrying American troops across the seas told but half the story. They were drawn forth by the irresistible magnet of British and Allied heroism.

THE PEACE TREATY.
Now the Treaty has been signed. There is something singular in the fact that the two most important Treaties in which America has ever been concerned should have been signed in the City of Versailles. The first in 1783, generous in its terms beyond all precedent, established the independence of the United States of America, and made it possible for continued friendly association between the two nations of England and America. As to the second Treaty, no words can exaggerate the debt one owed to the brave men whose sacrifice and valour made victory possible. The day will come, indeed it is here when the proudest boast of any man must be, "I was helping the Allies in the great war." But the men on whose shoulders at Paris fell the heavy task of an age-long problem, especially those who were charged to bring order out of the world that had fallen into confusion, and of restoring justice to its sovereign places in human affairs, those men had greatly served their country and the world. (Cheers.)

Prussian militarism has disappeared, and in its place there rises a League of Nations to teach the world a saner, a wiser, and "juster way of life." How is it possible that results so far-reaching and so beneficial should be the outcome of promises shall not be necessary support and approval of all mankind? May I say that we ought to rejoice in it, that it will be ratified by the nations signatories to it, is to my mind not doubtful for a single instant. (Cheers.) One of the greatest complaints made against the Peace Conference has been the time that has been consumed. It is recorded that we closed our little argument of 1812 with the Treaty of Ghent, which took no less than four months to frame, and achieved the rare distinction of not mentioning a single one of the issues that brought the nations to war. (Laughter.)

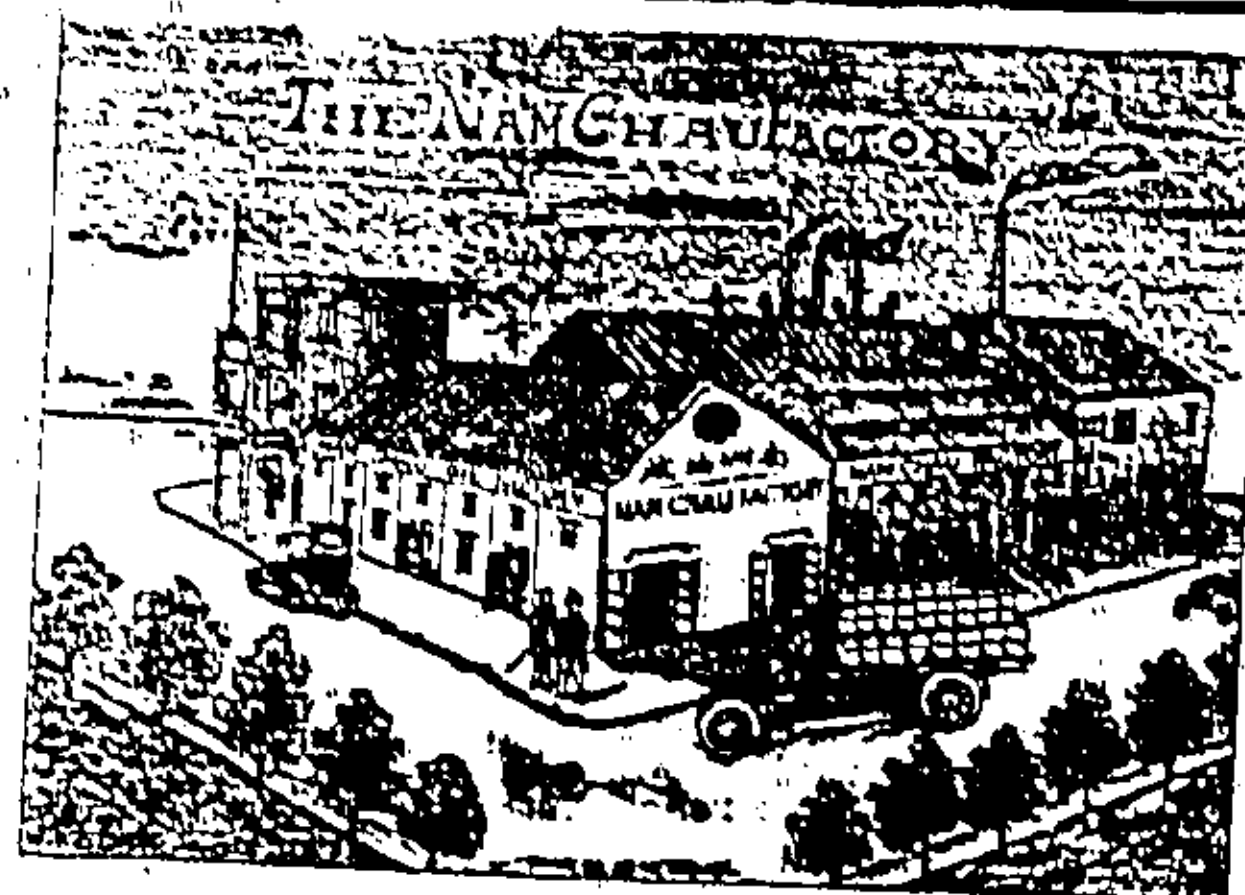
The unity which has been forced in the hot heat of battle and tried and tested in the day of the League of Nations, will not desert us now, but England, France, and America, standing shoulder to shoulder, will guarantee the peace of the civilized world. (Cheers.) All over the Imperial City of London to-day the Stars and Stripes and the Union Jack have flown side by side. The patterns differed but the dye of the colour is the same. The Governments they represent differ in detail, but administer the same great principles of equality, liberty, and popular sovereignty, and where the tossing wind has laid the folds of these two great flags on one another they make a common design of an imperishable banner against the foes of human liberty and freedom. (Cheers.) It is no transient vision, but I believe the will of God to the nations. (Cheers.)

SIGNIFICANCE OF THE TREATY.
Lord Robert Cecil proposed the toast of Victory and Peace. He said: Surely no one can exist who is not moved by the thought of the conclusion of peace. I remember in the beginning of last year the Government sent me to Paris on some mission connected with a relatively minor part of the war. In the course of it I had to see a man who is perhaps the greatest figure that the war has produced—I mean M. Clemenceau. (Cheers.) He gave me a message to my Government urging certain precautions to be taken against the German attack which it was then known was intended. "This will be a great attack," he said, "the greatest that the Germans have yet made. If it is defeated that will be the end of the war." And so it proved. We all remember with gratitude the readiness, the energy, and the success with which our American Allies came to our assistance. (Cheers.) We remember the fighting that ensued. It was glorious alike to the United States, to France, and not the least glorious to the British Army. I remember a very high authority, perhaps the highest military authority in the world, telling me that he regarded the battles around Cambrai, in which the British were engaged, as one of the finest feats of arms in history. (Cheers.)

We shall never forget the devotion, the courage, and the splendid success which crowned the efforts of our Allies. (Cheers.) The result was a complete victory. I see in the papers that some of the German soldiers are under the impression that but for this or that they still might have won. (Laughter.) That is a profound delusion. The truth is that the whole spirit of the German army had gradually been eaten away. Do not let us make the mistake in celebrating our victory and rejoicing over it, as we have every right to rejoice—do not let us make the mistake of supposing that we owe it solely or chiefly to the magnificent courage of our men, the splendid preparation of armaments, or even to the skill of our Navy. What really gave us the final victory was because our cause was just. It was a great fight between Idealism and Realism; and Idealism won, as it always will do, because the whole strength of the approval of mankind was in our favour.

THREE GREAT MEN.
The peace that we are rejoicing over has been criticised. There are few things in the world that have not been criticised, but this I do ask you to remember, the peace was not the work of one man. In history it will be recorded as the work of three very great men indeed, one remarkable for purity and high-mindedness of purpose, another distinguished for brilliancy and courage which have very seldom been equalled, and the third of infinite energy and resource. It was necessary a peace of combine. I believe everyone will admit it was the outcome of a genuine and sincere desire to do justice between all parties, and I believe after this great struggle to establish a lasting settlement of the torn and tortured countries engaged in the war. I rejoice there has been inserted in it those provisions which will establish a League of Nations. I rejoice not because it is a formal and artificial declaration of war, as a means of settling international disputes—that has been done before; not because it contains elaborate provisions for promoting international co-operation. Nor do I welcome it because for the first time in history it seeks to set up inter-

(Continued at foot of next column.)



IMPORTANT NOTICE.

Manufacturers the most Important Point is Improvement, and in Dietetics Cleanliness. Science always insists on these Maxims.

Groundnut or Peanut Oil can be used as a substitute for Olive Oil, Butter or Lard, but when Slightly Dirty is injurious to health.

In China, by the Ordinary Methods of Extraction, Dirt and Dust are not guarded against. Our Method shows a great advance. By the use of New Machinery and New Methods Scrupulous Cleanliness is Assured.

Our Machinery during the Process Filters the Oil while our Factory is Free from Dust. Our Oil is Clear, Sweet and Fragrant; and Compared most favourably with other Oils used for Culinary purposes; there is no residue.

Prices are moderate so as to induce new business. Analysis is always given before Shipment to Foreign Countries.

NAM CHAU OIL FACTORY.

Office: No. 25, Connaught Road West, HONGKONG.

Factory: No. 26, Kwai Lin Street, SAMSHU PO.

This Sole Proprietorship of this concern belongs entirely to a Chinese Citizen.

[1926]

We sell only

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but they are not necessarily expensive, you can buy one

for **\$450.**

The Robinson Piano Co., Ltd.

[1927]

FINE SPARKLING

LAGER BEER

"COWBOY" Brand

BREWED IN GREAT BRITAIN

\$25 per case 8 dozen pints

\$3.30 per dozen bottles

Guinness Stout "COWBOY" Brand

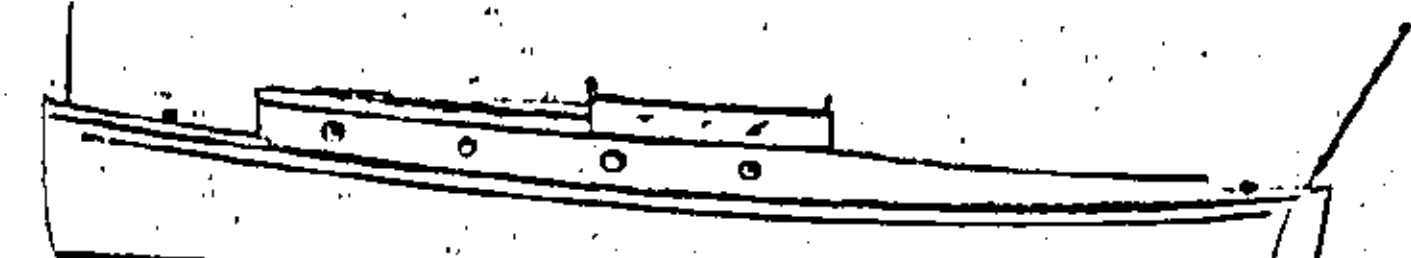
per dozen pints \$4. per dozen splits \$3.

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MOTOR BOATS

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CAILLE-PERLESS-SCRIPPS.



ALEX. ROSS & CO.,

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national machinery which will carry its provisions into effect. That is a great advantage. But I, perhaps more than most people, am in a position to recognise the incompleteness and insufficiency of our work in Paris.

MOTTO OF THE LEAGUE OF NATIONS.
A cynical friend of mine with whom I was discussing the other day what motto the League of Nations might adopt suggested the first line of Tennyson's poem, "The Charge of the Light Brigade"—"Half a league, half a league, half a league onward." (Laughter.) If proper no objection. (Laughter.) The real significance it has got in this formal provision that it recognises for the first time in the world that the appeal in inter-

national disputes should be, and must be, advantage. But I, perhaps more than most people, am in a position to recognise the incompleteness and insufficiency of our work in Paris.

When Edith Cavell died her last words were, "Patriotism is not enough." Were I to choose a motto for the League of Nations I should be inclined to choose that. We must recognise the brotherhood of nations, and show to the world that what is true of us is true of every other nation in the world. Force has been tried for centuries, and has brought us finally to this great and terrible war. We have now made a decision between these two ideals, and have chosen for the great moral force. (Cheers.)

SHIPPING NEWS

SHIPPING ITEMS.

Owing to the typhoon there were no shipping clearances yesterday.

The *Fatchang*, which arrived in port on Thursday, reports a typhoon off Gatto Island, near Moji.

The *Harumachi*, which put into port on Thursday, reports that she collided with a junk off Lantau Head. No lives were lost.

The R.M.S. *Empress of Russia* reached Kobe on August 20th, left there on August 21st, and is due at Hongkong on August 24th.

WEATHER REPORT.

August 23rd, 1919.—Orders given to hoist local signal No. 1.

August 21st, 1919.—Orders given to hoist local signal No. 4.

August 22nd, 1919.—Orders given to hoist local signal No. 4.

August 22nd, 1919.—Warning to Hongkong, Plover, Crested, etc., typhoon in Lat. 20 deg. N. Long. 113 deg. E. direction W.N.W. velocity 13 to 20 miles per hour.

August 22nd, 1919.—Orders given to hoist local signal No. 7 and fire 3 bombs.

August 22nd, 1919.—No returns from Vladivostok, Japan, Wailaiwei or the Philippines.

Pressure has decreased considerably in the neighbourhood of Hongkong and moderately over N. Annam.

The typhoon continues on a W.N.W. course. At 6 a.m. this morning it was about 100 miles to the south of Gap Rock.

Hongkong Rainfall for the 24 hours ending at 10 a.m. today, 0.98 inch. Total since January 1st, 69.99 inches, against an average of 62.37 inches.

The forecast for the 24 hours ending at noon today is as follows:

District FORECAST.

Hongkong to Gap Rock (Strong E. to S.E. gale, moderating; overcast rain).

Former Channel (Strong Easterly winds, moderating).

South Coast of China between Hongkong and Lamoucks (The same as No. 1).

South Coast of China between Hongkong and (Japan) (Cyclonic gales).

HONGKONG TIDE TABLE

From 23rd to 29th August, 1919.

Days of Week	Days of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Sat.	23	7.17	7.1	1.0	0.58
Sun.	24	8.11	7.3	1.26	3.1
Mon.	25	9.45	4.3	3.2	2.1
Tues.	26	10.19	2.1	3.35	1.0
Wed.	27	10.53	5.3	4.3	1.4
Thur.	28	11.18	8.5	5.2	2.1
Fri.	29	11.43	5.9	5.11	2.3
		11.42	5.8	5.31	2.5

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
"TAIYUAN"	August 23rd.	August 27th.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced fares Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage apply to—

BUTTERFIELD & SWIRE, Agents.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched on August 24th, at 4 p.m. to,

SINGAPORE, PENANG AND BELAWAN DELI.

This vessels offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN,

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UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

Addresses From
Kiniyok... Tokyo
Messrs. Ho Wah & Company, Shanghai
Shingkee... Amoy
Lewy... Shanghai
Rison... Tokyo
Sava... Kobe
Lufangtia... Shanghai
Sing... No. 7, Shanghai
White, Athina, Maria... Yokohama
Yusung... Quana's Road, Shanghai
Central... Kobe
Knott... Kobe
Yun... Wai Thong, Quana's Road, Central, Shanghai
Zungwo, 233, Queen's Road, Shanghai
Kachouyous... Shanghai

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

Addresses From
Broadfield, Millroast, Medina, Los Angeles
Capt. Jackson, str. N... Newcastle Tyne
Furber, Astor House... Nimbith
Ford, American Consul... Los Angeles
Fullerton, American Consul New York

CHURCH SERVICES.

St. John's Cathedral, Hongkong.
10th Sunday after Trinity, August 24th, 1919.
Holy Communion (7.40 a.m.). Matins (11 a.m.).
Responses, Psalms, Venite, Novello; Psalm, Cambridge; Te Deum, Lawes; Credo and Hymns; Benedictus, Truett; Hymns 433, 443 (Tune 313). God Save the King. A.B. Psalm 116, verses 1, 2, 7, 8, 15, and 16 in unison; Hymn 434, verses 4 and 6 in unison; Hymn 445, verses 1 and 3 in unison; Litaney (12 noon). Evensong (6 p.m.). Responses, Psalms, Fitzherbert; Naves and Rimbartie; Middle Voluntary; Contemplation A.R. (Paul); Magnificat, Crotch (Both morning and evening). Hymns 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Union Church, Kennedy Road, Sunday Services, August 24th. Morning Service at 11 a.m. Hymns 369, 344, 147, 221. Evening Service at 6 p.m. Hymns 143, 157, 140, 123; Subject (by request), "The Unconquered Son." Preacher, Rev. J. Kirk Macdonald.



HALF A CENTURY REPUTATIONS.

DR. LECLERC'S PILLS FOR THE LIVER & KIDNEYS.
Invaluable for diseases of these important organs. Gravel, Pains in the Back, Gout, Rheumatism, etc. Price 3s., leading Chemists or post free. Dr. Leclerc, M.D., Co. HAVESOCK ROAD, NEW LONDON, ENGLAND. Depot: Paris, 12, Rue Cassini; New York, 30, BEEKMAN STREET; Toronto, LYMANS, LTD.; Australia, ELLIOT BROS. Sydney and Brisbane; New Zealand, DAVEY CO. Ltd., Auckland; Christchurch, Dunedin, Wellington; India, B. K. PAUL & Co., Calcutta.

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STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR MARSEILLES AND LONDON VIA STRAITS, COLOMBO AND PORT SAID.

SS	Leave Hongkong about	Due Marseilles about	Due London about
"NAGOYA"	8th Sept.	14th Oct.	22nd Oct.
"KEIWA"	23rd Oct.	29th Nov.	4th Dec.

FOR BOMBAY VIA STRAITS & COLOMBO.

SS	Leave Hongkong about	Due Bombay about
"DUNERA"	7th Sept.	26th Sept.

FOR CALCUTTA VIA STRAITS & RANGOON.

SS	Leave Hongkong about	Due Calcutta about
"AREATOON APCAR"	2nd Sept.	5th Sept.

FOR SHANGHAI MOJI KOBE, etc.

SS	Leave Hongkong about	Due Shanghai about
"DUNERA"	23rd Aug.	26th Aug.

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & CO., 32, Des Voeux Road Central HONGKONG.

THE EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date and Time of Departure
"EASTERN"	Melbourne via Queensland Ports	19th Aug.	3rd Sept. 11 a.m.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A fully qualified Surgeon and Stewardess are carried on each vessel.

For Passage Rates and further particulars, apply to GIBB, LIVINGSTON & CO., AGENTS.

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INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Leave Hongkong about	Due
"WANTIA"	10th Aug.	13th Aug.
"SHANGHAI"	23rd Aug.	26th Aug.
"Kobe"	26th Aug.	29th Aug.
"Straits"	29th Aug.	31st Aug.
"Bangkok"	31st Aug.	3rd Sept.
"Manila"	3rd Sept.	5th Sept.
"Cebu"	5th Sept.	7th Sept.
"Yokohama"	7th Sept.	9th Sept.
"Kobe"	9th Sept.	11th Sept.

CALCUTTA LINE.—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly or passengers and cargo, calling at Haiphong when inducement offers.

YOKOHAMA LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Medan, Jesselton, Labuan, Tawau and Labad Data.

TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination, passports with their photographs and description fixed thereto.

For Freight or passage apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.

GLEN AND SHIRE

Joint Service of Steamers.

U.K. STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leave Hongkong about	Due
"CARDIGANSHIRE"	13th Sept.	13th Sept.
"CARNAVONSHIRE"	25th Sept.	25th Sept.
"GLENADE"	4th Oct.	4th Oct.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENIFFER"	31st September	LONDON

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.

AGENTS: The Glen Line, Ltd.; The Royal Mail Steam Packet Co.; Owners of "Shire" Line.

Tel. No. 215, sub. ex. 23.

17

LLOYD TRIESTINO S.S. "GABLONZ"

Will be despatched on or about September 15th, for SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID and TRIESTE. (Possibly calling at Bombay).

First class passenger accommodation; commodious single and double berth cabins; also cabins with 3 berths at reduced rates.

For further particulars apply—

DODWELL & CO., LIMITED, Agents.

1122

CP & OS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

STEAMERS

Steamer	From	Due
Empress of Japan	Aug. 20	Sept. 10
Empress of Russia	Sept. 4	Sept. 22
Empress of Asia	Oct. 2	Oct. 20
Monteagle	Oct. 23	Nov. 17
Empress of Japan	Oct. 15	Nov. 5
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Empress of Russia	Dec. 25	Jan. 12
Monteagle	Jan. 1	Jan. 25

Owing to Japanese Quarantine Regulations "Monteagle" 16th August, "Empress of Japan" 10th August, and "Empress of Russia" 4th September will not call at Shanghai.

CANADIAN NEW TRAIN DE LUXE

"THE TRANSCANDIA LINE"

Vancouver to Montreal 94.15 hours.

For particulars regarding passage, fares, baggage and reservation of accommodation, also illustrations and descriptive literature apply to P. D. MITCHELL, General Agent, Passenger Dept., Phone 22.

HONGKONG.

CANADIAN PACIFIC OCEAN SERVICES

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"ELDRIDGE"	About August 24th.
"WESTERN KNIGHT"	About August 31st.
"EDMORE"	About Sept. 1st.
"CITY OF SPOKANE"	About Sept. 22nd.
"SEATTLE SPIRIT"	About Oct. 24th.

For PORTLAND direct.

"COAXET"	About Oct. 5th.
"WABAN"	About Oct. 11th.
"WEST MUNHAM"	About Nov. 16th.

Through Bills of Lading issued to Overland Common Ports.

For Freight and Particulars apply to

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2477 & 2478. Fifth Floor, HOTEL MANHATTAN.

Y. K. K.



YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to RHINA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to RHINA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

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Managing Agents.

"ELLERMAN" LINE.

(REDFMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

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THE HANK LINE, LIMITED.
General Agents.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI	"SUNNING"	On 23rd Aug. 3 P.M.
SHANGHAI	"TEAN"	On 25th Aug. D'light.
SWATOW and BANGKOK	"LUCHOW"	On 26th Aug. 11 A.M.
SHANGHAI	"SUNLIANG"	On 28th Aug. Noon.
SHANGHAI, CHEEPOO & TIENTSIN	"HUICHOW"	On 28th Aug. 2 P.M.
SHANGHAI and TSINGTAO	"KWANGSE"	On 28th Aug. D'light.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Ample Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.
(Occupying 9 to 10 Days).

"HATHONG"	Capt. J. W. Evans	SUNDAY	24th Aug. at Noon.
"QUEENBEAUG"	Capt. J. Medina	WEDNESDAY	27th Aug. at 1 P.M.
"HAITAN"	Capt. A. H. Stewart	FRIDAY	29th Aug. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"EQUADOR," "VENEZUELA" AND "COLOMBIA."
HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.
THE SUNSHINE BELT.
THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG at Noon.

S.S. "VENEZUELA"	Sept. 10th, 1919.
S.S. "EQUADOR"	Oct. 6th, 1919.
S.S. "COLOMBIA"	Nov. 5th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cuisine, and the attendance on passengers cannot be overestimated.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.

For further information rates, itineraries, schedules, etc., apply to
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MAIL AND PASSENGER SERVICES

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SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NAGOYA	8th September	18th Oct.	22nd Oct.
KHIVA	23rd October	25th Nov.	4th Dec.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due at Bombay about
DUNERA	7th Sept.	18th Sept.

FOR

CALCUTTA VIA STRAITS & RANGOON.

ARRATON APCAR ... 2nd Sept. ... 25th Sept.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Shanghai Only
DUNERA	25th August	

Tickets Interchangeable.
P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.
"1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Aden in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Gossard & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.

12, Des Voeux Road Central, HONGKONG.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (omitting Keelung & Shanghai)	Saturday, 23rd Aug. at 11 a.m.
FUSHIMI MARU (omitting Manila)	Friday, 19th Sept. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

INABA MARU	Saturday, 23rd Aug. at 9 a.m.
KAMO MARU	Friday, 6th Sept. at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU	Saturday, 22nd Aug. at 10 a.m.
TANGO MARU	Wednesday, 24th Sept. at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.**SOUTH AMERICAN PORTS via Cape.****BOMBAY & COLOMBO via Singapore.**

KOSOKU MARU	Wednesday, 3rd Sept.
HWAH-WU	Middle of September.

CALCUTTA & RANGOON via Singapore & Penang.

YETOROFU MARU	Saturday, 6th Sept.
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JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU	Sunday, 24th Aug. at 9 a.m.
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SHANGHAI, KOBE & YOKOHAMA.

BOMBAY MARU	Sunday, 24th August
SEIDZUOKA MARU	Thursday, 4th Sept. at 11 a.m.
KAGA MARU	Thursday, 18th Sept. at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.)

TAJIMA MARU (Marseilles & Liverpool)	Saturday, 23rd Aug. at 11 a.m.
WAKASA MARU (London & Antwerp)	End of September.
TSUYAMA MARU (Marseilles & Liverpool)	End of September.

For further information apply to—**NIPPON YUSEN KAISHA.**
Telephone Nos. 223 & 224.

TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
PERFIA MARU	9,000	Aug. 28th.
KOREA MARU	10,000	Sept. 10th.
NIPPON MARU	11,000	Sept. 25th.
TENYO MARU	12,000	Oct. 2nd.
SIBERIA MARU	10,000	Oct. 10th. (from Yokohama)
SHINYO MARU	12,000	Oct. 25th.

+ omitting call at Shanghai

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
ANYO MARU	18,500	Sept. 10th.
SHIYO MARU	14,000	Nov. 4th.
KIYO MARU	17,300	Jan. 9th, 1920.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD. and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—

Telephone 2274 and 2275.

T. DAIGO, Manager
(King's Building)

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"PORTHOUS" ... 20,000	On or about 25th Aug.
	"PAUL LECAL" ... 22,000	On or about 14th Sept.
	"SPHINX" ... 21,000	On or about 4th Oct.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUZ, PORT SAID	"ANDRE LEBON" ... 22,000	On or about 28th Aug.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

Telephone 740.

J. TOURTET,
Acting Agent,
Queen's Building.

O. S. K.**OSAKA SHOSHEN KAISHA**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.
"ALTAI MARU" ... Friday, 23rd August.
"ALASKA MARU" ... Saturday, 26th September.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN and CAPE TOWN via SINGAPORE.

"TACOMA MARU" ... Wednesday, 10th September.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.
"BURMA MARU" ... Sunday, 31st August.

SAIGON BANGKOK SINGAPORE—Regular Monthly service.
"SEISEN MARU" ... Monday, 1st September.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z., and ADELAIDE.

"LUZON MARU" ... Beginning October.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Saturday, 23rd August.

JAPAN PORTS—Mojil, Kobe, Yokohama, Yokohama.
"SIAM MARU" ... Monday, 25th August.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.
"SOSHU MARU" ... Thursday, 21st Aug., at 9 a.m.

For KEELUNG via SWATOW and AMOY.
"KAIJO MARU" ... Sunday, 24th Aug., at 10 a.m.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"
15,000 tons, 10,000 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU

"NANKING" "CHINA" "NILE"
Aug. 23rd, at Noon, Sept. 11th, Oct. 1st.

An unsurpassed high-class passenger service.

Prime's Building, O. H. BRYAN, Freight and Passenger Agent, Lee House Street, Tel. 1943.

